



INDIAN NOTICES TO MARINERS



EDITION NO. 04 DATED 16 FEB 2013

(CONTAINS NOTICES 059 TO 068)

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 Charts 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>
2104	31-12-2012	KOLLAM PORT Limits 08° 50'.60N; 76° 31'.00E. 08° 55'.00N; 76° 37'.70E.	12,500	3	Rs. 1870.00
4039	31-12-2012	CAMPBELL BAY Limits 06° 55'.15N; 93° 53'.83E. 07° 01'.80N; 93° 58'.17E.	12,500	6	Rs. 1870.00

2. The Indian Chart 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>
2104	31-12-2010	KOLLAM PORT	2104	31-12-2012
4039	31-05-2007	CAMPBELL BAY	4039	31-12-2012

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2016 (INT 7336)	INNER APPROACHES TO MUMBAI	60,000	New Edition
2034 (INT 7349)	HAZIRA PORT	10,000	New Chart
2108	ESSAR BULK TERMINAL	12,500	New Chart
2109	TAPI RIVER	12,500	New Chart
	BEYPORE ANCHORAGE	25,000	
2510	BEIRA PORT	15,000	New Chart
	INAHINA JETTY	7,500	
2511	APPROACHES TO BEIRA PORT	20,000	New Chart
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

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>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>JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: enc@jeppesen.com, info@c-map.co.no Website: www.jeppesen.com</p>
<p>M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:-data@ecc.no Website: - www.primar.org</p>	

SECTION – I




The list of charts affected by the Notices 059 to 068 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
41(INT 757)	6	068
245	1	064
289	1	064
290	1	064
401	6	062
402	6	062
404	6	062
405	6	062
406	6	062
407	6	062
408	6	062
409	6	062
413	7	065
432	7	068
433	7	068
452	7	065
453	7	065
471	6	062
472(INT 7032)	6	062
473(INT 7031)	6	062
2083(INT7339)	2	059
2089	1	064
2104	3	060
3009(INT 7407)	5	061
4025	7	068
4027	7	067
7700(INT 700)	1	063
8006	1	063
8010	1	066

SECTION – II
PERMANENT NOTICES

***059/(04/13) INDIA – WEST COAST – Approaches to Sikka – Anchorage Areas. Pilot Boarding Place. STS Operation Limits. Legends.**

Chart 2083 [previous update 252/12]

Insert	limit of anchorage area,  , joining:	22° 38′.77N., 69° 44′.00E. (W Border) 22° 39′.82N., 69° 45′.70E. 22° 41′.26N., 69° 44′.06E. 22° 41′.20N., 69° 44′.00E. (W Border)
	legend, “General (A)” , centered on:	22° 40′.00N., 69° 44′.50E.
	circular limit, - - - - - , radius 0.5NM, centered on: (a)	22° 42′.40N., 69° 46′.60E.
	legend, “STS Operation” , centered on:	(a) above
Delete	 circular limit, - - - - - , radius 0.5NM with associated legend, “STS operation” , centered on: anchorage area,  , joining:	22° 42′.52N., 69° 44′.04E. 22° 41′.75N., 69° 46′.50E. 22° 38′.70N., 69° 44′.00E. (W Border) 22° 40′.63N., 69° 47′.12E. 22° 41′.02N., 69° 47′.12E. 22° 41′.02N., 69° 44′.00E. (W Border)

***060/(04/13) INDIA – WEST COAST – Kollam Port – Port limit.**

Source: NHO.

Chart 2104 [previous update NC 31 Dec 12]

Delete	port limit, pecked line, joining:	08° 54′.69N., 76° 31′.00E. 08° 50′.60N., 76° 32′.50E.
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***061/(04/13) INDIA – EAST COAST – Kakinada Port – Light.**

Source: IH - 102, INS Nirupak.

Chart 3009 (INT 7407) (Plan – Kakinada Anchorage) [previous update NC 31 May 12]

Insert	 Fl Y	16° 58′.58N., 82° 17′.03E.
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***062/(04/13) ANDAMAN SEA – India Andaman Islands – Cautionary Note.**

Source: ENC, NHO, Dehradun.

Chart 401 [previous update NC 30 Apr 03]

Insert	para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on:	14° 21′.00N., 93° 05′.40E.
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Chart 402 [previous update 257/10]

Insert	para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on:	13° 38′.60N., 93° 26′.60E.
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Chart 404 [previous update 147/12]

Insert	para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on:	12° 23′.00N., 92° 30′.80E.
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Chart 405 [previous update 147/12]

Insert	para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on:	11° 30′.40N., 93° 17′.60E.
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062/(04/13) ANDAMAN SEA – India Andaman Islands – Cautionary Note. Continued.*Chart 406** [previous update 060/11]

Substitute para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 10° 53′.00N., 92° 53′.00E.

Chart 407 [previous update 044/13]

Substitute para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 09° 34′.90N., 93° 10′.90E.

Chart 408 [previous update 044/13]

Substitute para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 07° 52′.40N., 92° 49′.40E.

Chart 409 [previous update 147/12]

Substitute para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 07° 50′.50N., 94° 03′.80E.

Chart 471 [previous update 142/12]

Substitute accompanying note, SATELLITE – DERIVED POSITIONS, in title block

Chart 472 (INT 7032) [previous update 281/12]

Substitute para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 07° 30′.50N., 91° 49′.50E.

Chart 473 (INT 7031) [previous update 147/12]

Substitute para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 14° 25′.00N., 94° 11′.00E.

063/(04/13) AFRICA – EAST COAST – Mocamboque Channel – Maritime Limit. Legend. Cautionary Note.

Source: BA notice 379/13.

Chart 7700 (INT 700) [previous update 113/12]

Insert maritime limit, pecked line joining at: 19° 30′.00S., 39° 15′.00E. (N Border)
26° 03′.00S., 35° 43′.00E.
27° 10′.00S., 34° 40′.00E.
27° 00′.00S., 34° 26′.00E.
25° 52′.00S., 35° 29′.00E.
19° 30′.00S., 38° 55′.00E. (N Border)

legend, *Limit of Survey Area* (see Note), orientated SSW/NNE, centered on: 22° 45′.00S., 37° 22′.00E.

the accompanying note, MOZAMBIQUE CHANNEL – LIMIT OF SURVEY AREA, centered on: 27° 02′.50S., 28° 30′.00E.

Chart 8006 [previous update 284/12]

Insert maritime limit, pecked line joining at: 15° 42′.30S., 43° 57′.80E. (N Border)
17° 54′.00S., 40° 06′.50E.
21° 20′.00S., 38° 15′.60E. (S Border)
and
21° 20′.00S., 37° 55′.90E. (S Border)
17° 30′.00S., 40° 00′.00E.
15° 42′.30S., 40° 55′.10E. (N Border)
and
15° 42′.30S., 41° 14′.10E. (N Border)
17° 28′.00S., 40° 20′.50E.
15° 42′.30S., 43° 21′.40E. (N Border)

legend, *Limit of Survey Area* (see Note), orientated SSW/NNE, centered on: 20° 30′.00S., 38° 40′.50E.
16° 03′.00S., 41° 02′.00E.

legend, *Limit of Survey Area* (see Note), orientated WSW/ENE, centered on: 16° 16′.00S., 42° 27′.50E.

the accompanying note, MOZAMBIQUE CHANNEL – LIMIT OF SURVEY AREA, centered on: 17° 35′.00S., 35° 00′.00E.

064/(04/13) OMAN – Outer Approaches to Wudam – Depth.

Source: BA notice 088/13.

Chart 289 [previous update 048/13]

Insert	depth 9 _o enclosed by 10m contour at:	23° 53′.60N., 57° 25′.80E.
	depth 4 ₉	24° 06′.60N., 57° 13′.70E.
	10m contour, joining:	24° 19′.20N., 56° 48′.80E. (existing contour)
		24° 15′.60N., 56° 52′.30E.
		24° 13′.70N., 56° 56′.00E.
		24° 11′.00N., 56° 54′.40E. (existing contour)
	depth 9	(a) 24° 13′.70N., 56° 54′.90E.
Delete	depth 9 _l and associated 10m contour	24° 14′.00N. 56° 51′.80E.
	depth 16 ₅ adjacent to:	(a) above

Chart 290 [previous update 247/12]

Insert	depth 9 _o enclosed by 10m contour at:	23° 53′.60N., 57° 25′.80E.
	depth 4 ₉	24° 06′.60N., 57° 13′.70E.
	10m contour, joining:	24° 19′.20N., 56° 48′.80E. (existing contour)
		24° 15′.60N., 56° 52′.30E.
		24° 13′.70N., 56° 56′.00E.
		24° 11′.00N., 56° 54′.40E. (existing contour)
	depth 9	(a) 24° 13′.70N., 56° 54′.90E.
Delete	depth 9 _l and associated 10m contour	24° 14′.00N. 56° 51′.80E.
	depth 16 ₅ adjacent to:	(a) above

Chart 245 [previous update 246/11]

Insert	depth 9 _o m enclosed by 10m contour at:	23° 53′.60N., 57° 25′.80E.
	depth 4 ₉	24° 06′.60N., 57° 13′.70E.
	10m contour, joining:	24° 19′.20N., 56° 48′.80E. (existing contour)
		24° 15′.60N., 56° 52′.30E.
		24° 13′.70N., 56° 56′.00E.
		24° 11′.00N., 56° 54′.40E. (existing contour)
	depth 9	(a) 24° 13′.70N., 56° 54′.90E.
Delete	depth 9 _l and associated 10m contour	24° 14′.00N. 56° 51′.80E.
	depth 16 ₄ adjacent to:	(a) above

Chart 2089 [previous update 047/13]

Insert	depth 9 _o enclosed by 10m contour at:	23° 53′.56N., 57° 25′.83E.
	depth 4 ₉ enclosed by 50m contour at:	24° 06′.62N., 57° 13′.73E.

065/(04/13) INDIA – Andaman Sea – Kyungyi to Launglon islands – Wreck.

Source: Myanmar Notice 04/13.

Chart 413 [previous update 269/08]

Insert		14° 29′.04N., 97° 46′.67E.
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Chart 452 [previous update 086/12]

Insert		14° 29′.04N., 97° 46′.67E.
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Chart 453 [previous update 452/08]

Insert		14° 29′.04N., 97° 46′.67E.
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066/(04/13) RED SEA – Gulf of Aden and Southern Part of Red Sea – Depth.

Source: BA notice 399/13.

Chart 8010 [previous update 165/12]

Insert depth 34 at: 13° 24′.00N., 42° 40′.60E.

067/(04/13) MALAYSIYA – WEST COAST – Pinang Harbour – Buoy.

Source: BA notice 410/13.

Chart 4027 [previous update 050/13] WGS 84 DATUMDelete  at: 5° 22′.55N., 100° 19′.16E.**068/(04/13) THAILAND – WEST COAST – Approaches to Phuket – Light.**

Source: BA notice 408/13.

Chart 41(INT 757) [previous update 142/12]

Amend light characteristics to, Fl 9s 20M at: 7° 49′.93N., 98° 25′.42E.

Chart 432 [previous update 381/09]

Amend light characteristics to, Fl 9s 20M at: 7° 50′.00N., 98° 25′.60E.

Chart 433 [previous update 090/12] WGS 84 DATUM

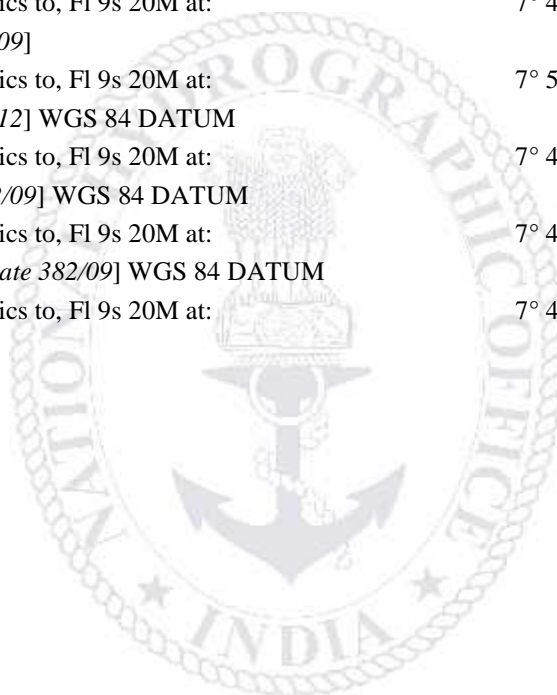
Amend light characteristics to, Fl 9s 20M at: 7° 49′.93N., 98° 25′.42E.

Chart 4025 [previous update 382/09] WGS 84 DATUM

Amend light characteristics to, Fl 9s 20M at: 7° 49′.93N., 98° 25′.42E.

Chart 4025 (Plan) [previous update 382/09] WGS 84 DATUM

Amend light characteristics to, Fl 9s 20M at: 7° 49′.93N., 98° 25′.42E.



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

NIL



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.



Distribution of Indian Paper Charts and Nautical Publications

Indian Nautical Charts and Publications from National Hydrographic Office, India are now available globally. Details of overseas chart agents are as follows:-

<p>JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in</p>	<p>JEPPESEN MARINE Jeppesen Norway AS P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: info@c-map.no Site: www.c-map.no</p>	<p>C-Map US Commercial 133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America Ph: +1 (508) 477 8010 Fax: +1 (508) 539 4381 Email: info@c-map.com</p>
<p>C-Map (UK) Ltd. Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: info@c-map.co.uk</p>	<p>Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, 08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com</p>	<p>Bogerd Martin NV, Oude Leeuwenrui 37 2000 Antwerp, Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: sales@martin.be Site: www.martin.be</p>
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List of Indian Chart Agents.

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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 Feb 13.

2012 SERIES – 465 519 531 537 596 657 661 662

2013 SERIES – 003 004 007 008 012 026 035 036 046 055 057 058 060 061 063 068 069 070
072 077 078 082 086 087 090 091 092 093 094 095 096 097 098

3. NAVAREA VIII Warnings issued during the period from 01 Feb to 15 Feb 13 (both dates inclusive) are as tabulated below: –

<p>072. Indian Ocean – Southern Part. CHARTS INT 70 INT 72 INT 702. Scientific observation will be carried out by vessel R/V Yokosuka and craft RVS Shinkai 6500 from 05 Feb to 25 Feb 13 in area bounded by:-</p> <p>AREA-A</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">(a) 23-00S 068-00E</td> <td style="width: 50%;">(b) 23-00S 071-30E</td> </tr> <tr> <td>(c) 26-00S 071-30E</td> <td>(d) 26-00S 068-00E</td> </tr> </table> <p>AREA-B</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">(a) 15-00S 065-00E</td> <td style="width: 50%;">(b) 15-00S 068-00E</td> </tr> <tr> <td>(c) 20-00S 065-00E</td> <td>(d) 20-00S 068-00E</td> </tr> </table> <p>2. Wide berth requested. 3. Cancel this MSG 260001 UTC Feb 13.</p>	(a) 23-00S 068-00E	(b) 23-00S 071-30E	(c) 26-00S 071-30E	(d) 26-00S 068-00E	(a) 15-00S 065-00E	(b) 15-00S 068-00E	(c) 20-00S 065-00E	(d) 20-00S 068-00E
(a) 23-00S 068-00E	(b) 23-00S 071-30E							
(c) 26-00S 071-30E	(d) 26-00S 068-00E							
(a) 15-00S 065-00E	(b) 15-00S 068-00E							
(c) 20-00S 065-00E	(d) 20-00S 068-00E							
<p>073. 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 06 Feb 13</p> <p>2. Danger area from 300 degree to 020 degree up to 12 NM seaward from Position 22-28.03N 069-04.98E 3. Safe flying height 13000 metres. 4. Cancel this MSG 060830 UTC Feb 13.</p>								
<p>074. India West Coast-Off Kanniyakumari. Charts 22 32 223 260 263 INT 706. Abandoned tug anchored AT 07-39N 077-28e due to BME failure on 311930 UTC Jan 13.</p> <p>2. Caution advised.</p>								
<p>075. NAVAREA VIII – Messages in force as on 011004 UTC Feb 13</p> <p>2012 Series – 465 519 531 537 596 657 661 662 673 2013 Series – 003 004 007 008 012 025 026 035 036 044 046 055 057 058 060 061 063 066 067 068 069 070 071 072 073 074</p> <p>(a) NAVAREA VIII warnings less than 42 days old (657/12 onward) are promulgated via SafetyNET (b) Text of NAVAREA VIII Warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in (c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners</p> <p>2. Cancel this MSG 081001 UTC Feb 13.</p>								
<p>076. Cancel NAVAREA VIII 074/13 and this MSG.</p>								
<p>077. India West Coast – Arabian Sea. Charts 22 272 293 INT 71 INT 705. Firing by Naval ships from 120430 UTC Feb to 151829 UTC Feb 13 in area bounded by:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">(a) 15-20N 072-44E</td> <td style="width: 50%;">(b) 15-20N 071-23E</td> </tr> <tr> <td>(c) 14-20N 071-23E</td> <td>(d) 14-20N 070-56E</td> </tr> <tr> <td>(e) 12-30N 070-56E</td> <td>(f) 12-30N 072-44E</td> </tr> </table> <p>2. Safe flying height 1000 metres. 3. Cancel this MSG 151929 UTC Feb 13.</p>	(a) 15-20N 072-44E	(b) 15-20N 071-23E	(c) 14-20N 071-23E	(d) 14-20N 070-56E	(e) 12-30N 070-56E	(f) 12-30N 072-44E		
(a) 15-20N 072-44E	(b) 15-20N 071-23E							
(c) 14-20N 071-23E	(d) 14-20N 070-56E							
(e) 12-30N 070-56E	(f) 12-30N 072-44E							
<p>078. India West Coast – off Alleppey. Charts 22 273 INT 71 INT 702 INT 706. Survey vessel MV Vyacheslav Tikhonov will carry out seismic survey till 28 Feb 13 in area bounded by:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">(a) 09-21.18N 073-39.61E</td> <td style="width: 50%;">(b) 09-21.17N 074-06.75E</td> </tr> <tr> <td>(c) 09-09.21N 074-06.75E</td> <td>(d) 09-09.21N 073-39.62E</td> </tr> </table> <p>2. The vessel will be towing six streamers of length 4.7 NM tail marked with white flashing lights. 3. Wide berth of 6.5 NM around the vessel requested. 4. Cancel this MSG 010001 UTC Mar 13.</p>	(a) 09-21.18N 073-39.61E	(b) 09-21.17N 074-06.75E	(c) 09-09.21N 074-06.75E	(d) 09-09.21N 073-39.62E				
(a) 09-21.18N 073-39.61E	(b) 09-21.17N 074-06.75E							
(c) 09-09.21N 074-06.75E	(d) 09-09.21N 073-39.62E							

<p>079. India West Coast – Mormugao. Chart 22 214 215 257 2022 2078 INT 71 INT 706. Firing by Naval Coast Battery 15-24.6N 073-47.1E between 0430 UTC to 0730 UTC on 13 Feb 13.</p> <p>2. Danger area sector of 20 NM radius from 200 degree to 260 degree from firing position.</p> <p>3. Safe flying height 6500 metres.</p> <p>4. Cancel this MSG 130830 UTC Feb 13.</p>																																	
<p>080. Andaman Sea – Andaman Islands. Charts 41 404 473 4016 INT 706. North Point lighthouse racon inoperative.</p>																																	
<p>081. India West Coast – Arabian Sea. Charts 22 293 INT 71 INT 705. Firing by Naval ships from 0030 UTC Feb to 0830 UTC on 12 Feb 13 in area bounded by:</p> <table> <tr> <td>(a) 15-25N 071-35E</td> <td>(b) 15-25N 071-00E</td> </tr> <tr> <td>(c) 14-50N 071-35E</td> <td>(d) 14-50N 071-00E</td> </tr> </table> <p>2. Safe flying height 8000 metres.</p> <p>3. Cancel this MSG 120930 UTC Feb 13.</p>	(a) 15-25N 071-35E	(b) 15-25N 071-00E	(c) 14-50N 071-35E	(d) 14-50N 071-00E																													
(a) 15-25N 071-35E	(b) 15-25N 071-00E																																
(c) 14-50N 071-35E	(d) 14-50N 071-00E																																
<p>082. India West Coast – off Mormugao. Charts 22 293 INT 705 INT 71. Firing by Naval ships from 120430 UTC to 151829 UTC Feb 13 in area bounded by:</p> <table> <tr> <td>(a) 14-24N 070-50E</td> <td>(b) 15-10N 069-42E</td> </tr> <tr> <td>(c) 16-12N 071-34E</td> <td>(d) 15-40N 071-22E</td> </tr> </table> <p>2. Safe flying height 1000 metres.</p> <p>3. Cancel this MSG 151929 UTC Feb 13.</p>	(a) 14-24N 070-50E	(b) 15-10N 069-42E	(c) 16-12N 071-34E	(d) 15-40N 071-22E																													
(a) 14-24N 070-50E	(b) 15-10N 069-42E																																
(c) 16-12N 071-34E	(d) 15-40N 071-22E																																
<p>083. NAVAREA VIII – Messages in force as on 081002 UTC Feb 13:</p> <p>2012 SERIES – 465 519 531 537 596 657 661 662 673</p> <p>2013 SERIES – 003 004 007 008 012 025 026 035 036 046 055 057 058 060 061 063 067 068 069 070 072 077 078 079 080 081 082</p> <p>(a) NAVAREA VIII warnings less than 42 days old (673/12 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 151001 UTC Feb 13.</p>																																	
<p>084. India West Coast – Arabian Sea. Charts 22 293 INT 71 INT 705. Firing by Naval ships from 0030 UTC Feb to 0830 UTC on 12 Feb 13 in area bounded by:</p> <table> <tr> <td>(a) 15-05N 071-30E</td> <td>(b) 15-05N 072-00E</td> </tr> <tr> <td>(c) 14-35N 071-30E</td> <td>(d) 14-35N 072-00E</td> </tr> </table> <p>2. Safe flying height 8000 metres.</p> <p>3. Cancel this MSG 120930 UTC Feb 13.</p>	(a) 15-05N 071-30E	(b) 15-05N 072-00E	(c) 14-35N 071-30E	(d) 14-35N 072-00E																													
(a) 15-05N 071-30E	(b) 15-05N 072-00E																																
(c) 14-35N 071-30E	(d) 14-35N 072-00E																																
<p>085. Cancel NAVAREA VIII 673/12 and this MSG.</p>																																	
<p>086. India West Coast – off Mormugao. Charts 22 293 INT 71 INT 705 INT 706. Research vessel Samudra Manthan will carry out geological survey from 16 Feb to 05 Mar 13 in area bounded by:</p> <table> <tr> <td>(a) 14-54.94N</td> <td>072-25.67E</td> <td>(b) 15-08.16N</td> <td>072-49.67E</td> </tr> <tr> <td>(c) 14-44.47N</td> <td>073-02.99E</td> <td>(d) 14-31.14N</td> <td>072-38.99E</td> </tr> </table> <p>2. Wide berth requested.</p> <p>3. Cancel this MSG 060001 UTC Mar 13.</p>	(a) 14-54.94N	072-25.67E	(b) 15-08.16N	072-49.67E	(c) 14-44.47N	073-02.99E	(d) 14-31.14N	072-38.99E																									
(a) 14-54.94N	072-25.67E	(b) 15-08.16N	072-49.67E																														
(c) 14-44.47N	073-02.99E	(d) 14-31.14N	072-38.99E																														
<p>087. India West Coast – Arabian Sea. Charts INT 71 INT 72 INT 702. Yellow and green coloured Sri Lankan boat Sankalana Putha (length 12 metres, Reg No. IMUL-A-0788mtr) reported adrift in vicinity 09-35N 067-33E on 08 Jan 13 with 06 crew onboard.</p> <p>2. Vessel transiting through the area to keep sharp look out and render assistance.</p>																																	
<p>088. Cancel NAVAREA VIII 080/13 and this MSG. North Point lighthouse Racon operational.</p>																																	
<p>089. India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 121002 UTC Feb 13:</p> <table> <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>19-42.00N</td> <td>071-03.05E</td> </tr> <tr> <td>DEEP SEA FOSSIL</td> <td>19-38.35N</td> <td>070-56.70E</td> </tr> <tr> <td>DISCOVERY-1</td> <td>18-36.11N</td> <td>071-01.58E</td> </tr> <tr> <td>ENERGY DRILLER</td> <td>18-24.53N</td> <td>071-33.42E</td> </tr> <tr> <td>FG MC CLINTOK</td> <td>19-38.00N</td> <td>071-21.73E</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	19-42.00N	071-03.05E	DEEP SEA FOSSIL	19-38.35N	070-56.70E	DISCOVERY-1	18-36.11N	071-01.58E	ENERGY DRILLER	18-24.53N	071-33.42E	FG MC CLINTOK	19-38.00N	071-21.73E
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																															
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DEEP SEA FORTUNE	19-42.00N	071-03.05E																															
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ENERGY DRILLER	18-24.53N	071-33.42E																															
FG MC CLINTOK	19-38.00N	071-21.73E																															

089. Continued.				
GREATDRILL CHETNA	20-37.75N		072-04.06E	
GREATDRILL CHITRA	18-54.79N		071-49.56E	
JT ANGEL	18-33.75N		072-17.61E	
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 TAPPMAYER	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	19-00.47N		072-09.07E	
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 067/13.				
090. Andaman Sea – Gulf Of Martaban.	Charts 41 INT 71 INT 73 INT 706. Installation vessel Castoro Otto will carry out boat landing and bridge installation from 14 Feb to 31 Mar 13 in area bounded by:			
(a)	14-28.11N	096-05.64E	(b)	14-17.34N 096-13.70E
(c)	14-11.40N	096-13.73E	(d)	13-56.74N 095-49.02E
(e)	14-01.75N	095-43.86E	(f)	14-15.01N 095-44.35E
(g)	14-28.48N	095-58.56E		
2. Wide berth of 03 NM around the area requested.				
3. Cancel this MSG 010001 UTC Apr 13.				
091. Bay Of Bengal – Eastern Part.	Charts 31 41 325 371 INT 706. Survey vessel MV Polarcus Adira will carry out 3D seismic survey from 14 Feb to 31 Mar 13 in area bounded by:			
(a)	17-19.58N	093-56.85E	(b)	17-05.51N 094-01.19E
(c)	17-05.52N	094-00.29E	(d)	16-47.77N 093-57.62E
(e)	16-47.85N	093-47.90E	(f)	16-57.25N 093-39.18E
(g)	17-08.88N	093-39.21E	(h)	17-08.86N 093-43.84E
(j)	17-19.63N	093-46.30E		
2. Wide berth of 03 NM around the area requested.				
3. Cancel this MSG 010001 UTC Apr 13.				
092. India West Coast – Arabian Sea.	Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 131003 UTC Feb 13:			
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 THORNTON	19-34.68N		071-20.08E	
DEEP SEA FORTUNE	19-42.00N		071-03.05E	
DEEP SEA FOSSIL	19-38.35N		070-56.70E	
DISCOVERY-1	18-36.11N		071-01.58E	
ENERGY DRILLER	18-24.53N		071-33.42E	
FG MC CLINTOK	19-38.00N		071-21.73E	
GREATDRILL CHETNA	20-37.75N		072-04.06E	
GREATDRILL CHITRA	18-54.79N		071-49.56E	
JT ANGEL	18-33.75N		072-17.61E	
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 TAPPMAYER	20-43.00N		072-19.06E	
SAGAR GAURAV	19-16.81N		072-11.73E	
SAGAR KIRAN	22-33.96N		068-29.96E	

092. Continued.		
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	19-00.47N	072-09.07E
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
GREATDRILL CHAAYA	18-43.63N	072-13.66E
Wide berth requested.		
2.	Cancel NAVAREA VIII 089/13.	
093. Bay of Bengal - Southern Part.	Charts 33 INT 71 INT 706 INT 707. Wooden fishing vessel reported adrift in vicinity 07-25N 086-52E due to engine failure with fifty crew onboard at 140700 UTC Feb 13.	
2.	Vessels transiting through the area to keep sharp look out and render assistance.	
094. India West Coast – Gulf of Khambhat.	Charts 21 207 254 292 INT 706. Narmada channel marking buoy No 9 off station at 21-03.53N 072-10.00E.	
095. India West Coast- Arabian Sea.	Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 151002 UTC Feb 13.	
ABAN ICE	18-19.46N	071-46.50E
ABAN III	19-28.97N	071-19.63E
ABAN IV	19-40.40N	071-19.38E
ABAN VII	20-21.16N	071-48.46E
BADRINATH	18-56.09N	071-09.23E
CE THORNTON	19-34.68N	071-20.08E
DEEP SEA FORTUNE	19-42.00N	071-03.05E
DEEP SEA FOSSIL	19-38.35N	070-56.70E
DISCOVERY-1	18-38.20N	071-00.92E
ENERGY DRILLER	18-24.53N	071-33.42E
FG MC CLINTOK	19-38.00N	071-21.73E
GREATDRILL CHETNA	20-37.75N	072-04.06E
GREATDRILL CHITRA	18-54.79N	071-49.56E
JT ANGEL	18-33.75N	072-17.61E
KEDARNATH	19-37.11N	071-36.81E
NOBLE CHARLIE YESTER	21-03.68N	072-25.30E
NOBLE ED HOLT	19-35.35N	071-23.25E
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	20-58.00N	071-33.00E
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	19-00.47N	072-09.07E
TRIDENT – 12	18-39.21N	070-58.85E
VIRTUE 1	18-57.11N	072-10.80E
DEEP DRILLER-1	21-03.80N	072-31.60E
GREATDRILL CHAAYA	18-43.63N	072-13.66E
WIDE BERTH REQUESTED		
2.	Cancel NAVAREA VIII 092/13.	
096. India East Coast - Chennai.	Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice by naval coast battery from 220530 UTC to 220730 UTC Feb 13.	
2.	Danger zone sector of 11 NM radius between 045 degree and 075 degree from 13-07.02N 080-18.01E.	
3.	Safe flying height 12800 Metres.	
4.	Cancel this MSG 220830 UTC Feb 13.	
097. NAVAREA VIII- Messages in force as on 151004 UTC Feb 13.		
2012 SERIES	-465 519 531 537 596 657 661 662	
2013 SERIES	-003 004 007 008 012 026 035 036 046 055 057 058 060 061 063 068 069	
	070 072 077 078 082 086 087 090 091 093 094 095 096	

- 097. Continued.**
- (a) NAVAREA VIII warnings less than 42 days old (003/13 onward) are promulgated via Safety NET.
 - (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 221001 UTC Feb 13.
- 098. India East Coast- Bay of Bengal.** Charts 31 32 33 354 308 3002 INT 706. Experimental flight trial scheduled between 0530 UTC to 1030 UTC from 24 Feb to 28 Feb 13. Danger zone bounded by:
- (a) 17-48.44N 083-53.57E
 - (b) 17-31.73N 083-23.32E
 - (c) 15-06.30N 084-51.16E
 - (d) 15-23.29N 085-20.80E
2. Caution advised.
3. Cancel this MSG 281130 UTC Feb 13.



6.1

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

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

- NIL -

SECTION – VII

CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7366	- Jazirat az Zarakkuh (Zirku) (MENAS)	24 53.07N 53 04.17E	Fl W 10s	199	18	NE corner of radio mast	fl 1. W025°-000° (335°), Obscured 223°-264° (41°) within 2M. ILRS Vol 2 Station 77090 *
--	--	..	Racon
D7406	- Al Juffair. Dir Lt 287° 03'	26 12.14N 50 36.63E	Dir VQWRG	42	..	On flour mill silo	VQG283.9°-286.7° (2.8°). VQW286.7°-287.5° (0.8°). VQR287.5°-290.2° (2.7°). Difficult to identify. TE 2013 *
D7588	-JaziratAwhah(MEANS)	29 22.63N 48 26.40E	Fl(3) W10s	23	5	White metal framework tower, black bands 20	..
F1056.4	Cox's Bazar	21 25.95N 91 58.38E	Fl W 15s	54	21	Orange dome on framework tower 7	fl 0.7. ILRS Vol 2 Station 79330 *
-	-	..	Racon
F1356	--- No. II. Common rear. 0.55M from front	3 49.28N 98 44.21E	Iso W 6s	16	12	Black metal framework tower, white bands 12	Front F1355.9. TE 2012 ..
--	LdgLts 040°. Common rear. 926m from front. No II	..	Iso W 6s	16	12	..	Front F1356.1. TE 2012 *
F1356.1	- Entrance. LdgLts 040°. No III. Front. 0.5M from rear	3 48.85N 98 43.85E	Q(2)W3s	12	8	White metal framework tower 5	fl 0.5. ec 0.5, fl 0.5. ec 1.5. *
F1362.2	-	3 47.43N 98 43.40E	Fl Y 4s	6	4	Yellow X on yellow beacon	fl 0.5. TE 2012 *
F1362.5	--	3 47.56N 98 43.20E	Fl G 3s	9	5	Green Δ on green beacon	fl 0.5. TE 2012 *
F1669.1	Panjang Selatan	1 23.46N 103 07.88E	Fl W 5s	30	15	White round tower on piled platform	..
K0821.4	- PORT AUX FRANÇAIS. Anchorage Lts in line 329°. Front (FR)	49 21.29S 70 12.47E	Q R	7	12	White beacon, red stripe	TE 2013 *
K0821.41	--- Rear. 15m from front (FR)	49 21.20S 70 12.40E	F R	21	16	White beacon, red stripe	Vis on bearing only. TE 2013 *

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. 01 dated 01 Jan 13)

NIL

INP 31(5), 2011

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

NIL

INP 31(6), 2012

(Last correction: Edition No. 01 dated 01 Jan 13)

PAGE xiv, INDEX OF STATIONS Section,
Insert before UNITED ARAB EMIRATES:

THAILAND (West Coast)

GENERAL NOTES	189
KHANOM	189
PHUKET	189
PRACHUAP (BANG SAPHAN)	189
SONGKHLA	189

KHANOM

9°14'N 99°52'E

Pilots and Port

LOCATION: Khanom Gypsum Berth (09°12'.30N 99°53'.20E)

CONTACT DETAILS:

Port Control

VHF Channel: Ch 16

Operators

Telephone: +66(0)2 2740054 – 2740059

Fax: +66(0)2 2740328

+66(0)2 2740329

PAGE 189, Insert before UNITED ARAB EMIRATES Section:

THAILAND (West Coast)

GENERAL NOTES

ISPS DESIGNATED AUTHORITY:

CONTACT DETAILS:

Marine Safety and Environment Bureau:

Telephone: +66(0)2 6394774

+66(0)1 7771000 (Mobile)

Fax: +66(0)2 6394775

E-mail: marsecinfo@md.go.th

HOURS: H24

PROCEDURE:

- (1) **Pilotage is compulsory.**
- (2) **Pilot ordering:** Vessels should contact the Pilots through the agent.
- (3) **Pilot boards** 1.5 nm east of the berth.
- (4) After anchoring, vessels should maintain a continuous listening watch on VHF Ch 16.

NOTE:

Port is operated by Sumpun Mining Wharf, Bangkok.

PHUKET**7° 49'N 98° 24'E****Pilots and Port****CONTACT DETAILS:****Pilots**

VHF Channel: Ch 16; 13
 Telephone: +66(0)76 391173
 Fax: +66(0)76 391173

Port Control

Call: Phuket Port Control
 VHF Channel: Ch 16; 13

Port Authority

Telephone: +66(0)76 391160
 Fax: +66(0)76 391157
 E-mail: info.pkp@ctic.co.th
 Website: www.ctic.co.th

Tugs

VHF Channel: Ch 12

HOURS: Pilots: 0600-1800 LT

PROCEDURE:

- (1) **Pilotage is compulsory** for vessels over 50m LOA, and is normally available 0600-1800 LT only.
- (2) **Pilot ordering:** Request for Pilot to be sent 5 days in advance; contact on VHF Ch 16 should be made 3h before ETA.
- (3) Vessels can leave at night without a Pilot by arrangement.
- (4) **Pilot boards** in position 7° 47'.90N 98° 25'.09E (in the vicinity of the Fairway Lt buoy).

PRACHUAP (BANG SAPHAN)**11° 12'N 99° 35'E****Pilots and Port****CONTACT DETAILS:****Port Radio**

Call: **HSC320**
 VHF Channel: Ch67

Port Authority

VHF Channel: Ch 13 14 16
 Telephone: +66(0)3 2693101 – 2693117
 Fax: +66(0)3 2693111
 +66(0)3 2693123
 MMSI: 005670250

Port Officials (Bangkok Office)

Telephone: +66(0)26300323 – 6300332
 Fax: +66(0)22367046
 +66(0)22367057

HOURS: H24

PROCEDURE:

- (1) **Pilotage is compulsory** and is available H24.
- (2) **Notice of ETA:** Vessels should advise ETA 7 days, 72h and 24h prior to arrival, stating the following information:
 - (a) Type of vessel

- (b) GT
- (c) DWT
- (d) Draught
- (e) LOA
- (f) Beam
- (g) Cargo
- (h) ETA

(3) **Pilot boards** in position 11° 11'.00N 99° 36'.30E.

SONGKHLA**7° 14'N 100° 35'E****Pilots and Port****CONTACT DETAILS:****Pilots**

Call: Songkhla Pilot
 VHF Channel: Ch14
 Telephone: +66(0)74 440583
 Fax: +66(0)74 312179

Chevron

VHF Channel: Ch 17

Port Authority

Telephone: +66(0)74 331073 – 331078
 Fax: +66(0)74 331199
 E-mail: info@ctic.co.th
 info.skp@ctic.co.th
 Website: www.ctic.co.th

HOURS: HX

PROCEDURE:

- (1) **Pilotage is compulsory** for vessels over 50m LOA.
- (2) **Notice of ETA:** Vessels should advise ETA 7 days in advance via the agent.
- (3) Port will confirm berthing arrangements 24h prior to arrival.
- (4) Vessels should contact Songkhla Pilot on VHF Ch 14 approximately 2h before arrival at the Pilot boarding position.
- (5) **Pilot boards** in position 7° 16'.42N 100° 37'.12E (in the vicinity of the entrance Lt buoy).

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 062/13

Chart 401

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 NORTHWARD and 0,25 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 062/13

Chart 402

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 0,10 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 062/13

Chart 404

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 0,10 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 062/13

Chart 405

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 0,10 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 062/13

Chart 406

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 NORTHWARD and 0,10 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 062/13

Chart 407

SATELLITE-DERIVED POSITIONS

1. Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,05 minutes NORTHWARD to agree with this chart.

To accompany Indian Notice to Mariners 062/13

Chart 408

SATELLITE-DERIVED POSITIONS

Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,04 minutes NORTHWARD and 0,40 minutes WESTWARD to agree with this chart.

To accompany Indian Notice to Mariners 062/13

Chart 409

SATELLITE-DERIVED POSITIONS

1. Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,04 minutes NORTHWARD and 0,40 minutes WESTWARD to agree with this chart.

To accompany Indian Notice to Mariners 062/13

Chart 471

SATELLITE-DERIVED POSITIONS

Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,10 minutes NORTHWARD and 0,45 minutes WESTWARD to agree with this chart.

To accompany Indian Notice to Mariners 062/13

Chart 472 (INT 7032)

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 0,25 minutes WESTWARD to agree with this chart.

To accompany Indian Notice to Mariners 062/13

Chart 473 (INT 7031)

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 0,10 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 063/13

Chart 7700 (INT 700)

MOZAMBIQUE CHANNEL - LIMIT OF SURVEY
AREA

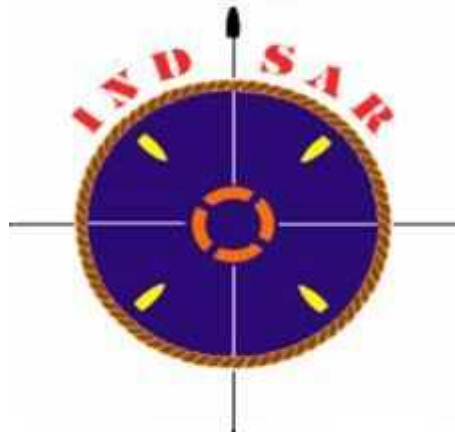
A survey providing full sea floor coverage was conducted in 2010 within the limits indicated. The survey confirmed that at this date the area was clear of dangers to surface navigation and transit along its route would assist with the protection of the sensitive environmental areas in the region. For further details see Admiralty Sailing Directions.

To accompany Indian Notice to Mariners 063/13

Chart 8006

MOZAMBIQUE CHANNEL - LIMIT OF SURVEY AREA

A survey providing full sea floor coverage was conducted in 2010 within the limits indicated. The survey confirmed that at this date the area was clear of dangers to surface navigation and transit along its route would assist with the protection of the sensitive environmental areas in the region. For further details see Admiralty Sailing Directions.



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: VABBYXVC