



# INDIAN NOTICES TO MARINERS



EDITION NO. 09 DATED 01 MAY 2013  
(CONTAINS NOTICES 097 TO 111)

REACH US 24 x 7



incho-navy@nic.in  
msis-incho-navy@nic.in



+91-135-2748373



National Hydrographic Office  
107-A, Rajpur Road  
Dehradun – 248001  
INDIA



Joint Director of Hydrography  
Maritime Safety Information Services  
+91- 135 - 2747360-65

**WWW**  
[www.hydrobharat.nic.in](http://www.hydrobharat.nic.in)

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(PUBLISHED ON NHO WEBSITE ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

**FEEDBACK:** [msis-incho-navy@nic.in](mailto:msis-incho-navy@nic.in)



INSIST ON INDIAN CHARTS AND  
PUBLICATIONS  
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## II

### **MARINER'S OBLIGATION AND A CHART MAKER'S PLEA**

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

**Chief Hydrographer  
to the Government of India**



### III

## EXPLANATORY NOTES

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

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

## IV

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

- (a) That no liability whatsoever can be accepted for failure to publish details of any particular law or regulation and
- (b) That publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

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

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

### **Use of Global Positioning System (WGS 84) positions.**

- (a) The positions of hydrographic objects shown on most of the Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).
- (b) Wherever these differences have been ascertained, their average values are published as a Cautionary Note on the chart concerned, as shifts in Latitude and Longitude. Whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.
- (c) These datum shift values are not uniform, particularly in areas off Andaman and Nicobar and Lakshadweep Islands, as these places are not linked to mainland network (Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of dangers.

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

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

## NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
253 (INT 7328)	31-03-2013	<b>VERAVAL TO PIPAVAV</b> <u>Limits</u> 21° 07'.58N; 68° 49'.40E. 21° 07'.58N; 71° 35'.00E.	300,000	2	Rs. 1870.00
2045 (INT 7360)	31-03-2013	<b>PORT OF KOCHI</b> <u>Limits</u> 09° 56'.40N; 76° 13'.53E. 09° 59'.00N; 76° 17'.57E.	7,500	3	Rs. 1870.00

2. 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>
253 (INT 7328)	31-08-2000	<b>VERAVAL TO PIPAVAV</b>	253 (INT 7328)	31-03-2013
2045 (INT 7360)	31-10-2011	<b>PORT OF KOCHI</b>	2045 (INT 7360)	31-03-2013

3. The new Indian Electronic Navigational Charts 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>
IN2355RS	355	<b>RAMYAPATNAM TO SACRAMENTO SHOAL</b>	18-04-2013
IN62045C	2045	<b>KOCHI HARBOUR</b>	12-04-2013

4. 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>
IN42016M	2016	<b>INNER APPROACHES TO MUMBAI</b>	18-04-2013

5. 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>
IN3355RS	355	<b>RAMYAPATNAM TO SACRAMENTO SHOAL</b>	14-10-2004
IN62045K	2045	<b>KOCHI HARBOUR</b>	05-06-2009
IN42016M	2016	<b>INNER APPROACHES TO MUMBAI</b>	16-02-2012

## VI

6. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>2103</b>	<b>DIGHI PORT</b>	<b>12,500</b>	<b>New Chart</b>
<b>2056</b>	<b>JAFARABAD PORT</b>	<b>25,000</b>	<b>New Chart</b>
<b>2065</b>	<b>PORT DABHOL</b>	<b>15,000</b>	<b>New Chart</b>
<b>210</b>	<b>UMARGAM TO SATPATI</b>	<b>150,000</b>	<b>New Edition</b>
<b>211</b>	<b>SATPATI TO MURUD JANJIRA</b>	<b>150,000</b>	<b>New Edition</b>

### Availability of ENC's.

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

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: <a href="mailto:helpdesk@ukho.gov.uk">helpdesk@ukho.gov.uk</a> Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>	JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: <a href="mailto:enc@jeppesen.com">enc@jeppesen.com</a> , <a href="mailto:info@c-map.co.no">info@c-map.co.no</a> Website: <a href="http://www.jeppesen.com">www.jeppesen.com</a>
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: - <a href="http://www.primar.org">www.primar.org</a>	

**SECTION – I**

The list of charts affected by the Notices 097 to 111 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
20	1	107
21	2	111 (T)
22 (INT 752)	3	099, 111 (T)
23	1	111 (T)
31	5	103, 110 (T)
32 (INT 754)	5	110 (T)
33	5	110 (T)
41 (INT 757)	6	110 (T)
200	2	108
214	3	111 (T)
250	2	108
257 (INT 7343)	3	111 (T)
268 (INT 7353)	4	111 (T), 111 (T)
271	2	097
272	4	099
273	4	111 (T)
288	1	105
289	1	105, 106, 107
292 (INT 7021)	2	097, 111 (T)
293 (INT 7022)	3	099, 111 (T)
353 (INT 7413)	5	103
357 (INT 7397)	5	102
360	7	109
361	7	109
391	5	110 (T)
404	6	110 (T)
405	6	110 (T)
472 (INT 7032)	6	110 (T)
473 (INT 7031)	6	110 (T)
2004 (INT 7359)	3	097
2008	3	101
2010	3	101
2015 (INT 7337)	3	100
2020	3	111 (T)
2022 (INT 7345)	3	111 (T)
2040	2	098
2047	4	111 (T)
2049	2	108
2086	1	104
3021	7	109
3033	5	102
4002	6	110 (T)



<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
7071 (INT 71)	1	110 (T), 111 (T)
7072 (INT 72)	1	111 (T)
7073 (INT 73)	1	110 (T), 111 (T)
7703 (INT 703)	1	111 (T)
7705 (INT 705)	1	111 (T)
7706 (INT 706)	1	110 (T), 111 (T)
7707 (INT 707)	1	110 (T), 111 (T)
8004	1	106, 107
8005	1	106





## SECTION – II

### PERMANENT NOTICES

**\*097/(09/13) Miscellaneous updates to charts.**

Source: NHO Dehradun.		
Chart	Previous Updates	Details
<b>292</b> <b>(INT 7021)</b>	272/12	Insert Chart No. 252 (INT 7325) and Magenta limit as follows: 22° 20′.00N., 67° 44′.35E. (N Border) 20° 47′.87N., 67° 44′.35E. 20° 47′.87N., 70° 30′.00E. 22° 20′.00N., 70° 30′.00E. (N Border)
		Delete Chart No. 252 (INT 7325) and Magenta limit as follows: 22° 20′.00N., 67° 44′.40E. (N Border) 20° 47′.90N., 67° 44′.40E. 20° 47′.90N., 70° 30′.00E. 22° 20′.00N., 70° 30′.00E. (N Border)
		Insert Chart No. 253 (INT 7328) and Magenta limit as follows: North: 21° 07′.58N., East: 71° 35′.00E South: 19° 25′.50N., West: 68° 49′.40E
		Delete Chart No. 253 (INT 7328) and Magenta limit as follows: North: 21° 07′.58N., East: 71° 35′.00E South: 19° 25′.50N., West: 68° 49′.35E
<b>271</b>	084/13	Insert Chart No. 252 and Magenta limit as follows: 21° 12′.00N., 67° 44′.35E. (S Border) 22° 29′.00N., 67° 44′.35E. 22° 29′.00N., 69° 10′.00E. (E Border)
		Delete Chart No. 252 and Magenta limit as follows: 21° 12′.00N., 67° 44′.40E. (S Border) 22° 29′.00N., 67° 44′.40E. 22° 29′.00N., 69° 10′.00E. (E Border)
<b>2004</b> <b>(INT 7359)</b>	045/13	Insert Chart No. 2045 (INT 7360) and Magenta limit as follows: 09° 59′.00N., 76° 16′.80E. (Source data diagram) 09° 59′.00N., 76° 13′.53E. 09° 56′.40N., 76° 13′.53E. 09° 56′.40N., 76° 17′.57E. 09° 57′.96N., 76° 17′.57E. (Tidal Stream data block)
		Delete Chart No. 2045 (INT 7360) and Magenta limit as follows: 09° 59′.00N., 76° 16′.80E. (Source data diagram) 09° 59′.00N., 76° 13′.60E. 09° 56′.40N., 76° 13′.60E. 09° 56′.40N., 76° 17′.62E. 09° 57′.96N., 76° 17′.62E. (Tidal Stream data block)

**\*098/(09/13) INDIA – WEST COAST – Porbandar Anchorage – Wreck.**

Source: IH- 102, INS Sutlej.

**Chart 2040** [previous update 208/09]

Insert  *PA* 21° 37′.94N., 69° 35′.43E.  
Substitute  for  21° 37′.74N., 69° 35′.49E.

**\*099/(09/13) INDIA – WEST COAST – Dwarka to Mumbai – Depths.**

Source: IH- 102, INS Investigator.

**Chart 22 (INT 752)** [previous update 093/13]

Delete  *Discol Water Rep (1952)* 13° 48′.50N., 72° 16′.00E.

**Chart 272** [previous update 094/13]

Delete  *Discolrd Water Rep (1952)* 13° 49′.00N., 72° 16′.00E.

**Chart 293 (INT 7022)** [previous update 093/13]



Delete  *Discol Water Rep (1952)* 13° 48′.50N., 72° 16′.00E.

**\*100/(09/13) INDIA – WEST COAST – Port of Mumbai – Radio Reporting Point.**

Source: Mumbai Port Trust.

**Chart 2015 (INT 7337)** [previous update 09/13]Insert  direction of vessel movement 063°-243° 18° 51'·65N., 72° 49'·43E.**\*101/(09/13) INDIA WEST COAST – Karwar Harbour and Approaches –Tower.**

Source: IH- 102, INS Investigator.

**Chart 2008** [previous update 08/13]Insert  14° 45'·12N., 74° 10'·32E.**Chart 2010** [previous update 08/13]Insert  14° 45'·12N., 74° 10'·32E.**\*102/(09/13) INDIA – EAST COAST – Karaikal anchorage – Buoy.**

Source: IH- 102, Karaikal Port Trust.

**Chart 357 (INT 7397)** [previous update 07/13]Insert  Fl(5).20s.4M  
WRB MKIII 10° 51'·76N., 79° 52'·78E.**Chart 3033** [previous update 13/12]Insert  Fl(5).20s.4M  
WRB MKIII 10° 51'·76N., 79° 52'·78E.**Chart 3033 (Plan)** [previous update 13/12]Insert  Fl(5).20s.4M  
WRB MKIII 10° 51'·76N., 79° 52'·775E.**\*103/(09/13) INDIA – EAST COAST – Kalingapatnam to Gopalpur - Light.**

Source: DLL Kolkata

**Chart 31** [previous update 28/12]Insert  Fl.15s.20M 18° 52'·08N., 84° 35'·08E.**Chart 353 (INT 7413)** [previous update: NE 31 July 2009]Insert  Fl.15s.30m.20M 18° 52'·08N., 84° 35'·08E.**\*104/(09/13) INDIAN OCEAN – MAURITIUS – Approaches to Port Louis – Buoys.**

Source: NHO.

**Chart 2086 (Plan)** [previous update NE 30 Apr 2012]Delete  Fl(2)R.5s 20° 08'·95S., 57° 29'·29E.

20° 08'·97S., 57° 29'·43E.

**105/(09/13) IRAN – Qatar to Shatt - Al - Arab – Platforms.**

Source: BA Notice – 1992/13.

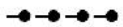
**Chart 288** [previous update 07/13]Insert  26° 46'·60N., 52° 09'·10E.**Chart 289** [previous update 07/13]Insert  26° 46'·60N., 52° 09'·10E.

26° 51'·60N., 52° 16'·50E.

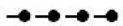
**106/(09/13) PERSIAN GULF – Strait of Hormuz – Submarine pipeline. Legend.**

Source: BA Notice – 1879/13.

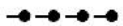
**Chart 289** [previous update 105/13]

Insert submarine pipeline, , joining: 26° 22'·80N., 55° 58'·60E. (existing platform)  
26° 14'·70N., 56° 03'·50E. (existing platform)

**Chart 8004** [previous update 238/12]

Insert submarine pipeline, , joining: 26° 22'·80N., 55° 58'·74E. (existing platform)  
26° 14'·50N., 56° 03'·24E. (existing platform)

**Chart 8005** [previous update 267/12]

Insert submarine pipeline, , joining: (a) 26° 22'·77N., 55° 58'·80E. (existing platform)  
(b) 26° 14'·55N., 56° 03'·31E. (existing platform)

legend, “Oil (see Note – PIPELINES), along: (a) – (b)

**107/(09/13) OMAN – Jask to Dubayy and Jazireh - Ye – Qeshm – Wreck.**

Source: BA Notice – 1594/13.

**Chart 20** [previous update 074/13]

Insert  20 Wk 25° 34'·20N., 55° 18'·00E.

**Chart 289** [previous update 106/13]

Insert  20 Wk 25° 34'·20N., 55° 18'·00E.

**Chart 8004** [previous update 106/13]

Insert  20 Wk 25° 34'·10N., 55° 17'·94E.

**108/(09/13) PAKISTAN – Approaches to Karachi – Spoil ground.**

Source: BA Notice – 1558/13.

**Chart 250** [previous update 079/13]

Insert limit of spoil ground, pecked line, joining: (a) 24° 30'·00N., 67° 03'·50E. (Existing limit)  
24° 31'·00N., 67° 03'·50E.

(b) 24° 31'·00N., 67° 03'·00E. (Existing limit)

Delete former limit of spoil ground, pecked line, joining: (a) above  
(b) above

**Chart 200** [previous update 079/13]

Insert limit of spoil ground, pecked line, joining: (a) 24° 30'·00N., 67° 03'·50E. (Existing limit)  
24° 31'·00N., 67° 03'·50E.

(b) 24° 31'·00N., 67° 03'·00E. (Existing limit)

Delete former limit of spoil ground, pecked line, joining: (a) above  
(b) above

**Chart 2049** [previous update 079/13]


Insert limit of spoil ground, pecked line, joining: (a) 24° 30'·00N., 67° 03'·50E. (Existing limit)  
24° 31'·00N., 67° 03'·50E.

(b) 24° 31'·00N., 67° 03'·00E. (Existing limit)

Delete former limit of spoil ground, pecked line, joining: (a) above  
(b) above

**109/(09/13) BANGLADESH – Approaches to Chittagong – Wrecks.**

Source: BA Notice – 1409/13.

**Chart 360** [previous update 140/12]Insert  *Wk* 22° 07′.97N., 91° 45′.93E.**Chart 361** [previous update 140/12]Insert  *Wk* 22° 07′.98N., 91° 45′.95E.**Chart 3021** [previous update 043/12]Insert  *Wk* 22° 21′.26N., 91° 44′.63E.

22° 15′.14N., 91° 46′.00E.



22° 14′.11N., 91° 46′.70E.

**Chart 3021(Plan Chittagong)** [previous update 043/12]Insert  *Wk* 22° 18′.16N., 91° 43′.26E.

22° 15′.39N., 91° 46′.09E.



22° 15′.14N., 91° 46′.00E.



22° 14′.11N., 91° 46′.70E.



## SECTION – III

### TEMPORARY AND PRELIMINARY NOTICES

**\*110(T)/(09/13) INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys. Tsunami Buoys.**

Source: NIOT Chennai, www.nbdc.noaa.gov, www.niot.res.in.

1. Following yellow coloured buoys characteristics FL(4)15s4M, 3m diameter and 3.5m height mast with radar reflector & mast carrying sensor laid in following positions:

Buoy No.	Position	Chart Affected
*BD04 MB	14° 12'·00N., 82° 54'·00E	31, 32, 33, 391, 7071 (INT 71), 7073 (INT 73), 7706 (INT 706)
BD07 MB	06° 15'·00N., 85° 53'·00E	33, 7706 (INT 706), 7707 (INT 707)
BD08 OB- OMNI	18° 10'·00N., 89° 40'·00E	31, 7706 (INT 706)
BD10 OB- OMNI	16° 30'·00N., 88° 00'·00E	31, 7706 (INT 706)
*BD11 OB- OMNI	13° 30'·00N., 84° 00'·00E	31, 32 (INT 754), 33, 7706 (INT 706)
BD12 OB- OMNI	10° 30'·00N., 94° 00'·00E	41 (INT 757), 33, 472 (INT 7032)
BD13 OB- OMNI	11° 00'·00N., 86° 30'·00E	33, 7706 (INT 706)
*BD09 OB- OMNI	17° 58'·00N., 89° 44'·00E	31, 7071 (INT 71), 7073 (INT 73), 7706 (INT 706)
*CB 01/ COASTAL BUOY	11° 35'·00N., 92° 36'·00E	33, 404, 405, 41 (INT 757), 473 (INT 7031), 4002, 7071 (INT 71), 7073 (INT 73), 7706 (INT 706)
RP01 REEF BUOY	11° 35'·00N., 92° 36'·00E	41 (INT 757), 33, 473 (INT 7031), 404, 405, 7706 (INT 706)
TB03 TSUNAMI	06° 15'·28N., 88° 47'·52E	33, 7706 (INT 706)
TB05 TSUNAMI	11° 00'·00N., 89° 30'·00E	33, 7706 (INT 706)
*TB09 TSUNAMI	17° 42'·00N., 89° 36'·00E	31, 7071 (INT 71), 7073 (INT 73), 7706 (INT 706)
TB06 TSUNAMI	15° 00'·00N., 90° 00'·00E	31, 7706 (INT 706)
STB SA IC TSUNAMI	08° 54'·30N., 88° 32'·40E	33, 7706 (INT 706)

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.

3. All positions are in WGS 84 datum.

4. \* Indicates new entry.

**Former INM 095(T)/13 is cancelled.**

**\*111(T)/(09/13) INDIA – WEST COAST – Arabian Sea – Data Buoys. Tsunami Buoy.**

Source: NIOT Chennai, www.nbdc.noaa.gov, www.niot.res.in.

1. Following yellow coloured data buoys characteristics FL(4)15s4M, 3m dia and 3.5m height mast with radar reflector & mast carrying sensor laid in following positions:

Buoy No.	Position	Charts affected
AD02 MB	15° 00'·00N., 69° 00'·00E.	7705 (INT 705)
AD04 MB	08° 00'·00N., 73° 00'·00E.	22 (INT 752), 23, 273, 7703 (INT 703), 7706 (INT 706)
AD05 MB	10° 29'·00N., 72° 16'·00E.	22 (INT 752), 268 (INT 7353), 273, 7703 (INT 703), 7705 (INT 705), 7706 (INT 706)
AD06 OB- OMNI	19° 00'·00N., 67° 00'·00E.	21, 292 (INT 7021), 7071 (INT 71), 7073 (INT 73), 7705 (INT 705)
AD07 OB- OMNI	15° 00'·00N., 69° 00'·00E.	7705 (INT 705)
AD08 OB- OMNI	12° 00'·00N., 69° 00'·00E.	7071 (INT 71), 7072 (INT 72), 7703 (INT 703), 7705 (INT 705)
AD09 OB- OMNI	08° 00'·00N., 73° 00'·00E.	22 (INT 752), 23, 273, 7071 (INT 71), 7072 (INT 72), 7703 (INT 703), 7706 (INT 706), 7707 (INT 707)
*CB02/ COASTAL BUOY	10° 52'·00N., 72° 12'·00E.	2047, 22, 268, 273, 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7703 (INT 703), 7705 (INT 705), 7706 (INT 706)
*CB04/ COASTAL BUOY	15° 23'·00N., 73° 45'·00E.	2020, 2022 (INT 7345), 214, 257 (INT 7343), 293 (INT 7022), 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7703 (INT 703), 7705 (INT 705), 7706 (INT 706)
AD010 OB- OMNI	12° 29'·00N., 72° 16'·00E.	22 (INT 752), 272, 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7703 (INT 703), 7705 (INT 705), 7706 (INT 706)
SW02 MB	17° 21'·00N., 70° 42'·00E.	22 (INT 752), 293 (INT 7022), 7705 (INT 705)
STB 02	20° 47'·92N., 65° 20'·80E.	21, 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7705 (INT 705)
CALVAL	10° 34'·99N., 72° 16'·43E.	22 (INT 752), 268, 273, 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7703 (INT 703), 7705 (INT 705), 7706 (INT 706)
*TB12 TSUNAMI	20° 38'·00N., 67° 05'·00E	21, 292 (INT 7021), 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7705 (INT 705).

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.

3. All positions are in WGS 84 datum.

4. \* Indicates new entry.

**Former INM 096(T)/13 is cancelled.**

## **SECTION – IV** **MARINE INFORMATION**

### 1. **NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

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

All merchant vessels entering Indian EEZ are advised that dense fishing activity may be encountered off West Coast of India. Fishing is generally carried out by mechanized boats and single hull boats with outboard motors carrying 4-5 crew using long lines upto 50 NM from coast. The vessels traversing the nets are likely to be approached by fishing boats for safeguarding nets and lines and should not be mistaken as skiffs and PAG's. Masters of vessels to report any suspicious activity of fishing vessels immediately to MRCC (Mumbai) on telephone +91-22-24388065, 24316558, Email: - indsar@vsnl.net, or icgmrcc\_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](http://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](http://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 (16<sup>th</sup> 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><b>JEPPESEN MARINE</b>  <b>Jeppesen India Pvt. Ltd.</b>            505, Raheja Arcade,            Sector-11, CBD Belapur,            Navi Mumbai 400 614            Ph: 91 22 65103668            Fax: 91 22 67939504            Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a></p>	<p><b>JEPPESEN MARINE</b>  <b>Jeppesen Norway AS</b>            P.O. 212,            N-4379, Egersund, Norway            Ph: 0047 51 464700            Fax: 0047 51 464701            Email: <a href="mailto:info@c-map.no">info@c-map.no</a>            Site: <a href="http://www.c-map.no">www.c-map.no</a></p>	<p><b>C-Map US Commercial</b>            133 Falmouth Road,            Building 2, Postal Code: 02649,            Mashpee, MA, America            Ph: +1 (508) 477 8010            Fax: +1 (508) 539 4381            Email: <a href="mailto:info@c-map.com">info@c-map.com</a></p>
<p><b>C-Map (UK) Ltd.</b>            Systems House            Delta Business Park            Salterns Lane, Fareham,            PO16 0QS, United Kingdom,            Ph: +44 (0) 1329 517777            Fax: +44 (0) 1329 517778            Email: <a href="mailto:info@c-map.co.uk">info@c-map.co.uk</a></p>	<p><b>Mari-Sys Pte Ltd.</b>            20 Ayer Rajah Crescent,            08-21, SE 139964,            Republic of Singapore            Ph: +65 6776 1898            Email: <a href="mailto:info@mari-sys.com">info@mari-sys.com</a></p>	<p><b>Bogerd Martin NV,</b>            Oude Leeuwenrui 37            2000 Antwerp, Belgium            Ph: +32 (3) 2134170            Fax: +32 (3) 2326167            Email: <a href="mailto:sales@martin.be">sales@martin.be</a>            Site: <a href="http://www.martin.be">www.martin.be</a></p>
<p><b>Bogerd Martin Tianjin(China Branch)</b>            2-B101 FTZ Hi-Tech            Development Centre 131            Haibin 9 Road 300461            Tianjin China            Ph: +86 22 257 62 721            Fax: +86 22 257 62 722            Email: <a href="mailto:charts-tj@martincn.com">charts-tj@martincn.com</a></p>	<p><b>C-Map Holland</b>            Paleiskade 100            PO Box 7            1781 AR Den Helder,            Holland            Ph: +31 223 616 700            E Mail: CorMallie  <a href="mailto:cor@chartworx.nl">cor@chartworx.nl</a></p>	

**List of Indian Chart Agents.**

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: sales@bogerdmartin.com, sarmarin@vsnl.com	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: ewsbom@bom3.vsnl.net.in
M/s C & C Marine Combine 25 Bank Street, 1 <sup>st</sup> Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publicatons 2/524 Sundeep Road, Chinna Neelengarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: raj_chakravorty@yahoo.com, info@c-map.co.in Website: www.c-map.co.in
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in, charts@ mtnl.net.in	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com, pramod@inspireship.com
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: sankar_roy342@yahoo.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: ashiskantha@gmiindia.in; Web: www.gmiindia.in

**SECTION – V**  
**NAVAREA – VIII WARNINGS IN FORCE**

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

2. NAVAREA VIII Warnings in force as on 30 Apr 13.

**2012 SERIES** – 531 661 662

**2013 SERIES** – 003 008 012 026 035 036 046 135 148 160 163 171 175 177 183 187 191 197  
203 204 206 210 213 214 215 218 223 224 225 227 228 230 232 233 234 235 236 238 240  
241 242

3. NAVAREA VIII Warnings issued during the period from 06 Apr to 30 Apr 13 (both dates inclusive) are as tabulated below: –

<b>208.</b>	<b>Cancel NAVAREA VIII 205/13 and this MSG.</b> Ramayapatnam light operational.	
<b>209.</b>	<b>India West Coast – Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 161001 UTC Apr 13	
	ABAN ICE	18-19.47N 071-46.51E
	ABAN III	20-20.16N 072-01.35E
	ABAN IV	19-40.40N 071-19.38E
	ABAN VII	20-21.16N 071-48.46E
	BADRINATH	18-56.09N 071-09.24E
	CE THROTON	19-34.69N 071-20.09E
	DEEP DRILLER 1	21-03.80N 072-31.60E
	DEEP SEA FORTUNE	22-26.05N 068-27.37E
	DEEP SEA FOSSIL	19-38.40N 070-56.70E
	DISCOVERY-1	18-38.20N 071-00.93E
	DYNAMIC VISION	18-39.23N 070-58.87E
	ENERGY DRILLER	18-24.54N 071-33.42E
	ENSCO 54	19-16.76N 071-59.33E
	FG MC CLINTOK	19-22.75N 071-25.25E
	GREAT DRILLER CHAAYA	18-43.64N 072-13.66E
	GREATDRILL CHETNA	20-37.75N 072-04.05E
	GREATDRILL CHITRA	18-54.75N 071-49.57E
	JT ANGEL	18-33.76N 072-17.63E
	KEDARNATH	22-28.31N 068-29.29E
	NOBLE CHARLIE YESTER	21-03.69N 072-25.30E
	NOBLE ED HOLT	19-18.21N 071-30.65E
	NOBLE KENNETH DELANEY	18-31.89N 072-16.74E
	RON TAPMEYER	20-43.00N 072-19.06E
	SAGAR GAURAV	19-16.82N 072-11.74E
	SAGAR JYOTI	22-43.18N 068-27.93E
	SAGAR KIRAN	19-26.18N 071-10.90E
	SAGAR LAXMI	18-36.16N 071-01.65E
	SAGAR PRAGATI	18-32.27N 072-15.44E
	TRIDENT II	19-00.48N 072-09.08E
	TRIDENT XII	22-40.95N 068-30.27E
	VIRTUE 1	18-57.12N 072-10.81E
	Wide berth requested.	
2.	Cancel NAVAREA VIII 149/13.	
<b>210.</b>	<b>India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list. correct at 161002 UTC Apr 13	
	ABAN II	16-44.23N 082-23.67E
	ACTINIA	16-13.41N 082-10.80E
	DEEP SEA MATDRILL	16-13.47N 081-38.53E
	DSR DHIRUBHAI DEEPWATER KG-1	14-39.58N 082-00.53E
	DSR DHIRUBHAI DEEPWATER KG-2	12-09.65N 080-19.15E
	GSF-140	16-31.68N 082-28.43E

<b>210. India East Coast – Bay of Bengal. Continued.</b>
MG HULME JR 16-36.06N 082-25.50E
NOBLE DUCHESS 16-16.45N 082-11.86E
PLATINUM EXPLORER 16-19.06N 082-21.00E
SAGAR RATNA 16-13.96N 081-45.89E
D S SAGAR VIJAY 16-19.08N 082-16.00E
Wide berth requested
2. Cancel NAVAREA VIII 152/13.
<b>211. The International Hydrographic Organization's World-Wide Navigational Warning Service (WWNWS) is conducting a survey concerning the quality of maritime safety information broadcast via SafetyNET and NAVTEX to identify measures to improve service. please visit <a href="http://www.surveymonkey.com/s/iho_survey">http://www.surveymonkey.com/s/iho_survey</a> to complete the short survey</b>
2. The world meteorological organization offers a similar survey regarding the world-wide meteorological information and warning service available at <a href="http://www.jcomm.info/mmmms">www.jcomm.info/mmmms</a>
3. Your participation is greatly appreciated and valued
4. Cancel this MSG .
<b>212. Cancel NAVAREA VIII 201/13, 070/13 and this MSG.</b> INM 090/13 and section VII of INM Edition 08/13 refers.
<b>213. Cancel NAVAREA 465/12. India East Coast – Baruva.</b> Charts 31 353 INT 706 INT 71. Baruva light F(W) 15 seconds 20M established 18-52.13N 084-35.13E on top of new black and white bands tower of 30 metres height . light reliable
<b>214. India East Coast – Off Karaikal.</b> Charts 32 357 3033 INT 71 INT 73 INT 706. Wave rider buoy WRB MK III, FL5(Y) 20 seconds 4M established 10-51.76N 079-52.77E
2. Caution advised.
<b>215. India West Coast – Off Porbander.</b> Charts 21 204 205 252 292 INT 705. Wreck reported in vicinity 21-37.98N 069-35.42E
2. Caution advised.
<b>216. CANCEL NAVAREA VIII 147/13 and this MSG.</b>
<b>217 India East Coast- Chennai.</b> Charts 32 33 313 356 357 3001 3004 INT 706 . Firing practice by Naval coast battery from position 13-07.02N 080-18.01E from 0530 UTC to 0730 UTC on 26 Apr 13
2. Danger zone sector of 11 NM radius between 045 degree and 075 degree from gun position
3. Safe flying height 12800 metres
4. Cancel this MSG 260830 UTC Apr 13.
<b>218. Cancel NAVAREA VIII 007/13. Indian Ocean – Off Andaman Islands.</b> Charts 31 33 41 INT 71 INT 706. Survey vessel CGG Amadeus will carry out 3D seismic survey from 22 Apr to 31 May 13 in area bounded by
(a) 13-05.83N 090-29.84E (b) 13-06.00N 090-48.78E
(c) 12-50.16N 090-48.92E (d) 12-50.00N 090-30.00E
2. The vessel will be towing eight seismic cables of length 8100 metres. End marked with yellow colour tail buoy flashing white
3. Wide berth of 05 NM ahead/abeam and 06 NM astern requested
4. Cancel this MSG 010001 UTC Jun 13.
<b>219 NAVAREA VIII-Messages in force as on 191004 UTC Apr 13</b>
<b>2012 Series</b> –531 661 662
<b>2013 Series</b> - 003 008 012 026 035 036 046 135 148 160 163 164 171 175 176 177 183 187 191 193 197 199 203 204 206 209 210 213 214 215 216 217 218
(A) NAVAREA VIII warnings less than 42 days old (135/13 onward) are promulgated via SafetyNET
(B) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>
(C) Texts of NAVAREA VIII Warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners
2. Cancel this MSG 261001 UTC Apr 13.
<b>220. Indian West Coast-Off Trivandrum.</b> Charts 22 260 INT 71 INT 706. Wooden top of a fishing boat reported adrift in vicinity 08-03.5N 076-13.8E AT 211125 UTC Apr 13
2. Cancel this MSG 241125 UTC Apr 13.
<b>221. India East Coast – Antervedi .</b> Charts 31 32 355 391 INT 706. Antervedi DGPS off air.
2. Caution advised.

<p><b>222. The International Hydrographic Organization's World-Wide Navigational Warning Service (WWNWS)</b> is conducting a survey concerning the quality of Maritime Safety Information Broadcast via SAFETYNET and NAVTEX to identify measures to improve service. please visit <a href="http://www.surveymonkey.com/s/iho_survey">http://www.surveymonkey.com/s/iho_survey</a> (all in lower case) to complete the short survey</p> <p>2. The world meteorological organization offers a similar survey regarding the world-wide meteorological information and warning service available at <a href="http://www.jcomm.info/mmms">www.jcomm.info/mmms</a></p> <p>3. Your participation is greatly appreciated and valued</p> <p>4. Cancel this MSG .</p>																																												
<p><b>223. Bay of Bengal – Off AKYAB.</b> Charts 31 361 371 INT 71 INT 706 . Survey Vessel MV EM Leader will carry out CSEM Survey till 30 APR 13 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>20-18.64N</td> <td>092-10.10E</td> <td>(b)</td> <td>20-14.60N</td> <td>092-10.20E</td> </tr> <tr> <td>(c)</td> <td>20-14.60N</td> <td>092-13.28E</td> <td>(d)</td> <td>20-18.51N</td> <td>092-13.26E</td> </tr> </table> <p>2. Wide berth of 03 NM around the area requested</p> <p>3. Cancel this MSG 010001UTC May 13.</p>			(a)	20-18.64N	092-10.10E	(b)	20-14.60N	092-10.20E	(c)	20-14.60N	092-13.28E	(d)	20-18.51N	092-13.26E																														
(a)	20-18.64N	092-10.10E	(b)	20-14.60N	092-10.20E																																							
(c)	20-14.60N	092-13.28E	(d)	20-18.51N	092-13.26E																																							
<p><b>224. Bay of Bengal – Off AKYAB.</b> Charts 31 361 371 INT 71 INT 706 . Survey vessel MV Genesis will carry out well site survey from 25 Apr to 25 May 13 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>20-12.84N</td> <td>092-08.76E</td> <td>(b)</td> <td>20-09.75N</td> <td>092-06.36E</td> </tr> <tr> <td>(c)</td> <td>20-07.86N</td> <td>092-08.87E</td> <td>(d)</td> <td>20-11.19N</td> <td>092-11.11E</td> </tr> </table> <p>2. wide berth of 03 NM around the area requested</p> <p>3. Cancel this MSG 260001 UTC May 13.</p>			(a)	20-12.84N	092-08.76E	(b)	20-09.75N	092-06.36E	(c)	20-07.86N	092-08.87E	(d)	20-11.19N	092-11.11E																														
(a)	20-12.84N	092-08.76E	(b)	20-09.75N	092-06.36E																																							
(c)	20-07.86N	092-08.87E	(d)	20-11.19N	092-11.11E																																							
<p><b>225. INDIA EAST COAST – BAY OF BENGAL.</b> Charts 32 33 356 INT 71 INT 706 . Firing between 0230 UTC to 1130 UTC from 01 May to 07 May and 15 May to 21 May 13</p> <p>2. Danger zone 15 NM radius around 13-50N 081-40E</p> <p>3. Safe flying height 3500 Metres</p> <p>4. Cancel this MSG 211230 UTC May 13.</p>																																												
<p><b>226.</b> Cancel NAVAREA VIII 221/13 and this MSG. Antervedi DGPS on air.</p>																																												
<p><b>227. INDIA WEST COAST – OFF MUMBAI .</b> Charts 21 22 292 INT 71 INT 706 . Survey vessel MV Pacific Finder will carry out 2D seismic survey in area bounded by</p> <p><b><u>AREA-I (TILL 25 APR 13 AND 28 APR TO 12 MAY 13)</u></b></p> <table border="0"> <tr> <td>(a)</td> <td>18-45.00N</td> <td>069-00.00E</td> <td>(b)</td> <td>18-45.00N</td> <td>069-32.01E</td> </tr> <tr> <td>(c)</td> <td>18-57.28N</td> <td>069-32.01E</td> <td>(d)</td> <td>18-57.28N</td> <td>069-45.20E</td> </tr> <tr> <td>(e)</td> <td>18-45.00N</td> <td>069-49.13E</td> <td>(f)</td> <td>18-30.00N</td> <td>070-06.53E</td> </tr> <tr> <td>(g)</td> <td>18-30.06N</td> <td>070-10.11E</td> <td>(h)</td> <td>18-01.30N</td> <td>070-10.00E</td> </tr> <tr> <td>(j)</td> <td>18-00.00N</td> <td>069-30.00E</td> <td></td> <td></td> <td></td> </tr> </table> <p><b><u>AREA-II (FROM 26 APR TO 27 APR 13)</u></b></p> <table border="0"> <tr> <td>(a)</td> <td>18-30.00N</td> <td>070-06.53E</td> <td>(b)</td> <td>18-30.06N</td> <td>070-10.11E</td> </tr> <tr> <td>(c)</td> <td>18-01.30N</td> <td>070-10.00E</td> <td>(d)</td> <td>18-00.00N</td> <td>069-30.00E</td> </tr> </table> <p>2. The Vessel will be towing one streamer of length 12000 metres . end marked with flashing white light</p> <p>3. Wide berth of 07 nm around the vessel requested.</p> <p>4. Cancel This MSG 130001 UTC May 13.</p>			(a)	18-45.00N	069-00.00E	(b)	18-45.00N	069-32.01E	(c)	18-57.28N	069-32.01E	(d)	18-57.28N	069-45.20E	(e)	18-45.00N	069-49.13E	(f)	18-30.00N	070-06.53E	(g)	18-30.06N	070-10.11E	(h)	18-01.30N	070-10.00E	(j)	18-00.00N	069-30.00E				(a)	18-30.00N	070-06.53E	(b)	18-30.06N	070-10.11E	(c)	18-01.30N	070-10.00E	(d)	18-00.00N	069-30.00E
(a)	18-45.00N	069-00.00E	(b)	18-45.00N	069-32.01E																																							
(c)	18-57.28N	069-32.01E	(d)	18-57.28N	069-45.20E																																							
(e)	18-45.00N	069-49.13E	(f)	18-30.00N	070-06.53E																																							
(g)	18-30.06N	070-10.11E	(h)	18-01.30N	070-10.00E																																							
(j)	18-00.00N	069-30.00E																																										
(a)	18-30.00N	070-06.53E	(b)	18-30.06N	070-10.11E																																							
(c)	18-01.30N	070-10.00E	(d)	18-00.00N	069-30.00E																																							
<p><b>228. Western Indian Ocean – Off Somalia.</b> Charts INT 71 INT 72 INT 701. Visible Wreck reported in vicinity 04-34.05N 048-01.66E</p> <p>2. Caution advised.</p>																																												
<p><b>229. India West Coast – Off Mormugao.</b> Charts 22 215 257 293 INT 71 INT 706. Debris of sunk sea messiah scattered 05 NM around 15-00N 073-430E. 05 Crew still missing</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																																												
<p><b>230. India West Coast- Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 251331 UTC Apr 13</p> <table border="0"> <tr> <td>ABAN ICE</td> <td>18-19.47N</td> <td>071-46.51E</td> </tr> <tr> <td>ABAN III</td> <td>20-20.16N</td> <td>072-01.35E</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>18-56.09N</td> <td>071-09.24E</td> </tr> <tr> <td>CE THORNTON</td> <td>19-34.69N</td> <td>071-20.09E</td> </tr> <tr> <td>DEEP DRILLER 1</td> <td>21-03.80N</td> <td>072-31.60E</td> </tr> <tr> <td>DEEP SEA FORTUNE</td> <td>22-26.05N</td> <td>068-27.37E</td> </tr> <tr> <td>DEEP SEA FOSSIL</td> <td>19-20.95N</td> <td>071-18.20E</td> </tr> <tr> <td>DISCOVERY-1</td> <td>18-38.20N</td> <td>071-00.93E</td> </tr> <tr> <td>DYNAMIC VISION</td> <td>18-39.23N</td> <td>070-58.87E</td> </tr> <tr> <td>ENERGY DRILLER</td> <td>18-24.54N</td> <td>071-33.42E</td> </tr> <tr> <td>ENSCO 54</td> <td>19-16.76N</td> <td>071-59.33E</td> </tr> </table>			ABAN ICE	18-19.47N	071-46.51E	ABAN III	20-20.16N	072-01.35E	ABAN IV	19-40.40N	071-19.38E	ABAN VII	20-21.16N	071-48.46E	BADRINATH	18-56.09N	071-09.24E	CE THORNTON	19-34.69N	071-20.09E	DEEP DRILLER 1	21-03.80N	072-31.60E	DEEP SEA FORTUNE	22-26.05N	068-27.37E	DEEP SEA FOSSIL	19-20.95N	071-18.20E	DISCOVERY-1	18-38.20N	071-00.93E	DYNAMIC VISION	18-39.23N	070-58.87E	ENERGY DRILLER	18-24.54N	071-33.42E	ENSCO 54	19-16.76N	071-59.33E			
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<b>230.</b>	<b>India West Coast- Arabian Sea. Continued.</b>		
	FG MC CLINTOK	19-22.75N	071-25.25E
	GREAT DRILLER CHAAYA	18-43.64N	072-13.66E
	GREATDRILL CHETNA	20-37.75N	072-04.05E
	GREATDRILL CHITRA	18-54.75N	071-49.57E
	JT ANGEL	18-33.76N	072-17.63E
	KEDARNATH	22-28.31N	068-29.29E
	NOBLE CHARLIE YESTER	21-03.69N	072-25.30E
	NOBLE ED HOLT	19-18.21N	071-30.65E
	NOBLE KENNETH DELANEY	18-31.89N	072-16.74E
	RON TAPMEYER	20-43.00N	072-19.06E
	SAGAR GAURAV	19-16.82N	072-11.74E
	SAGAR JYOTI	22-43.18N	068-27.93E
	SAGAR KIRAN	19-26.18N	071-10.90E
	SAGAR LAXMI	18-36.16N	071-01.65E
	SAGAR PRAGATI	18-32.27N	072-15.44E
	TRIDENT II	19-00.48N	072-09.08E
	TRIDENT XII	22-40.95N	068-30.27E
	VIRTUE 1	18-57.12N	072-10.81E
	Wide berth requested		
2.	Cancel NAVAREA VIII 209/13.		
<b>231.</b>	<b>India East Coast-Bay of Bengal.</b>	Charts 31 32 354 355 INT 71 INT 706.	Firing practice by Naval Ships from 2230 UTC to 0430 UTC from 04 May to 07 May 13 in area bounded by
	(a) 16-45N 083-20E	(b) 15-48N 084-38E	
	(c) 15-05N 084-05E	(d) 15-52N 082-45E	
2.	Safe flying height 22000 metres		
3.	Cancel this MSG 070530 UTC May 13.		
<b>232.</b>	<b>Cancel NAVAREA VIII 193/13.</b>	India West Coast- Gulf of Kachchh .	Charts 21 203 2068 INT 705. Salaya channel marking Buoy Ranwara and Paga reported missing
2.	Mithapur buoy reported sunk in vicinity 22-24.71N 068-51.84E		
3.	Dhani buoy unlit		
4.	Caution advised.		
<b>233.</b>	<b>West Coast-Manappad .</b>	Charts 32 223 224 INT 71 INT 706.	Manappad lighthouse Racon inoperative.
<b>234.</b>	<b>NAVAREA VIII-MESSAGES IN FORCE AS ON 261004 UTC APR 13</b>		
	<b>2012 SERIES</b> -531 661 662		
	<b>2013 SERIES</b> - 003 008 012 026 035 036 046 135 148 160 163 171 175 177 183 187 191 197 203 204 206 210 213 214 215 218 223 224 225 227 228 229 230 231 232 233		
	(a) NAVAREA VIII warnings less than 42 days old (160/13 onward) are promulgated via SafetyNET		
	(b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in		
	(c) Texts of NAVAREA VIII warnings are also printed in Section V of fortnightly editions of Indian Notices to Mariners		
2.	Cancel This MSG 031001 UTC May 13.		
<b>235.</b>	<b>Cancel NAVAREA VIII 229/13 .</b>	<b>India West Coast – Off Mormugao .</b>	Charts 22 215 257 293 INT 71 INT 706. Wreck of Sea Messiah reported in vicinity 15-00.92N 073-42.84E. Lay of wreck 120-300, length 15 metres, width 5.5 metres, obstruction height 5.5 metres, least depth 45.7 metres
2.	Fishing net extended up to 33 metres south		
3.	One crew still missing		
4.	Vessels transiting through the area to keep sharp look out and render assistance.		
<b>236.</b>	<b>INDIA EAST COAST - GOPALPUR.</b> Charts 31 352 353 391 3005 INT 706 . Firing by Army between 2330 UTC to 1800 UTC from 05 May to 08 May, 12 May to 29 May and 29 May to 01 Jun 13 in area bounded by		
	(a) 19-14.60N	084-53.70E	(b) 19-37.05N 085-27.87E
	(c) 18-46.05N	085-22.87E	
	And arc of 41 NM radius joining point (b) and (c)		
2.	Safe flying height 6500 metres		
3.	Cancel this MSG 011900 UTC Jun 13.		

<p><b>237. The International Hydrographic Organization's World-Wide Navigational Warning Service (WWNWS)</b> is conducting a survey concerning the quality of maritime safety information broadcast via SafetyNET and NAVTEX to identify measures to improve service. please visit <a href="http://www.surveymonkey.com/s/iho_survey">http://www.surveymonkey.com/s/iho_survey</a> (all in lower case) to complete the short survey.</p> <p>2. The world meteorological organization offers a similar survey regarding the world-wide meteorological information and warning service available at <a href="http://www.jcomm.info/mmms">www.jcomm.info/mmms</a>.</p> <p>3 Your participation is greatly appreciated and valued.</p> <p>4. Cancel this MSG.</p>																												
<p><b>238. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing by Naval Coast battery</p> <table> <thead> <tr> <th>Date</th> <th>Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>03 MAY 13</td> <td>0900 TO 1200</td> </tr> <tr> <td>07 MAY 13</td> <td>0900 TO 1200</td> </tr> <tr> <td>10 MAY 13</td> <td>0900 TO 1200</td> </tr> <tr> <td>14 MAY 13</td> <td>0900 TO 1200</td> </tr> <tr> <td>17 MAY 13</td> <td>0900 TO 1200</td> </tr> <tr> <td>21 MAY 13</td> <td>0900 TO 1200</td> </tr> <tr> <td>24 MAY 13</td> <td>0900 TO 1200 AND 1230 TO 1430</td> </tr> <tr> <td>28 MAY 13</td> <td>0900 TO 1200</td> </tr> <tr> <td>31 MAY 13</td> <td>0900 TO 1200</td> </tr> </tbody> </table> <p>2. Danger area bounded by</p> <table> <tbody> <tr> <td>(a) 09-57.5N</td> <td>075-59.5E</td> <td>(b) 09-57.7N</td> <td>076-14.2E</td> </tr> <tr> <td>(c) 09-44.0N</td> <td>076-17.5E</td> <td>(d) 09-42.5N</td> <td>076-09.5E</td> </tr> </tbody> </table> <p>3. Safe flying height 10000 metres</p> <p>4. Cancel this MSG 311300 UTC May 13.</p>	Date	Time (UTC)	03 MAY 13	0900 TO 1200	07 MAY 13	0900 TO 1200	10 MAY 13	0900 TO 1200	14 MAY 13	0900 TO 1200	17 MAY 13	0900 TO 1200	21 MAY 13	0900 TO 1200	24 MAY 13	0900 TO 1200 AND 1230 TO 1430	28 MAY 13	0900 TO 1200	31 MAY 13	0900 TO 1200	(a) 09-57.5N	075-59.5E	(b) 09-57.7N	076-14.2E	(c) 09-44.0N	076-17.5E	(d) 09-42.5N	076-09.5E
Date	Time (UTC)																											
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(a) 09-57.5N	075-59.5E	(b) 09-57.7N	076-14.2E																									
(c) 09-44.0N	076-17.5E	(d) 09-42.5N	076-09.5E																									
<p><b>239. India West Coast – Off Mormugao .</b> Charts 22 257 272 293 INT 71 INT 705. Firing practice by Naval ships between 062330 UTC May to 101230 UTC May 13 in area bounded by</p> <table> <tbody> <tr> <td>(a) 12-30N</td> <td>071-00E</td> <td>(b) 14-30N</td> <td>071-00E</td> </tr> <tr> <td>(c) 14-30N</td> <td>073-00E</td> <td>(d) 12-30N</td> <td>073-00E</td> </tr> </tbody> </table> <p>2. Safe flying height 20000 Metres</p> <p>3. Cancel this MSG 101330 UTC May 13.</p>	(a) 12-30N	071-00E	(b) 14-30N	071-00E	(c) 14-30N	073-00E	(d) 12-30N	073-00E																				
(a) 12-30N	071-00E	(b) 14-30N	071-00E																									
(c) 14-30N	073-00E	(d) 12-30N	073-00E																									
<p><b>240. Cancel NAVAREA VIII 239/13 . India West Coast – Off Mormugao.</b> Charts 22 257 272 293 INT 71 INT 705 . Firing practice by Naval Ships between 062330 UTC May to 101230 UTC May 13 in area bounded by</p> <table> <tbody> <tr> <td>(a) 12-30N</td> <td>071-00E</td> <td>(b) 15-30N</td> <td>071-00E</td> </tr> <tr> <td>(c) 15-30N</td> <td>073-00E</td> <td>(d) 12-30N</td> <td>073-00E</td> </tr> </tbody> </table> <p>2. Safe flying height 20000 metres</p> <p>3. Cancel this MSG 101330 UTC May 13.</p>	(a) 12-30N	071-00E	(b) 15-30N	071-00E	(c) 15-30N	073-00E	(d) 12-30N	073-00E																				
(a) 12-30N	071-00E	(b) 15-30N	071-00E																									
(c) 15-30N	073-00E	(d) 12-30N	073-00E																									
<p><b>241. Cancel NAVAREA VIII 231/13 and this MSG.</b></p>																												
<p><b>242. India West Coast-Off Mumbai.</b> Charts 21 22 211 256 292 293 INT 705. Wreck removal of MV Rak carrier from 18-16.73N 072-28.19E and retrieval of wrecking buoy UPCO-III from 18-15.35N 072-41.50E is in progress by lighthouse tender Vessel MV Sagardeep-II</p> <p>2. Caution Advised.</p>																												



**SECTION – VI**  
**CORRECTIONS TO SAILING DIRECTIONS (PILOTS)**

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

**Bay of Bengal Pilot (INP-2)**

**Chapter -3 (Page – 138)**

(Source: DLL, Kolkata)

*Article 3.6*

*Insert new para after para 5,*

*5a*      **BaruvaLight House** (18° 52'.08N, 84°35'.08E) is exhibited from a white RCC tower with black bands, 30m in height and 20M in range, approx.6M NE direction form Ratti beacon.

**SECTION – VII**  
**CORRECTIONS TO LIST OF LIGHTS**

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6379	- Mossel Bay Harbour. Breakwater. Head	34 10.50S 22 08.82E	Q R	16	12	Red framework tower 12	
D6658	Rukyira Spit	08 53.89S 39 36.09E	FI W 10s	..	17	White tower, black bands 10	
D7315.82	Remove from list; renumbered to D7315.92						
D7315.83	Remove from list; renumbered to D7315.9						
D7315.85	-Duqm Port. Royal Yachts Dock. E Corner.	19 40.78N 57 42.48E	Q G	3	5.2	Galvanised steel beacon 1	
D7315.9	Renumbered; was previously - Duqm Port. Dry Dock	D7315.83 19 40.04 N 57 43.06 E	Iso W 4s	7	5	Metal post 3	
D7315.92	Renumbered; was previously -Duqm Port. Commercial Quay. Jetty	D7315.82 19 39.96N 57 43.45E	Mo (V)	7	3	Metal post 2	
D7315.96	-Duqm Port. Commercial Quay. N Corner.	19 41.19N 57 43.61E	Q R	3	5.2	Galvanised steel beacon 1	
D7335.5	- Keshal Rock (AMNAS)	26 23.66N 56 24.74E	FI(2)W 5s	3	5	8 on black beacon, red band	
D9163.11	- SPD 14A --	26 51.63N 52 16.53E ..	Mo(U)W 12s Horn Mo(U) 12s	..	..	Platform	
D9163.18	- SPD 20	26 46.62N 52 09.09E	Mo(U)W 12s	..	..	Platform	
E6048.159	- Philadelphus Point	23 55.85N 35 35.75E	FI R	10	6	Red GRP beacon	
E6048.161	--- Rear	23 56.18N 35 34.88E	F R	17	5	Metal tower with white and green stripes	
F0361.1	- Mundra Port. West Terminal. Breakwater. Head	22 44.66N 69 34.00 E	F R	10	5		
F0636.2	- K r w r Harbour. Anjadip Island. E Head	14 45.21N 74 07.36E	FI R 3s	10	5		
F0636.5	- Karwar Harbour. S Breakwater. Round Island	14 45.50N 74 07.67E	FI G 3s	12	5	Green beacon	
F0718	- Vilinjam --	08 22.89N 76 58.82E ..	FI W 15s Racon	57 ..	31 ..	White round masonry tower, red bands 36	fl 0-5 ILRS Vol 2 Station 79093
F0754.2	Kadmat Island -	11 15.44N 72 47.36E ..	FI (4) W 20s Racon	34 ..	8 ..	White framework tower 30	(fl 0-5, ec 1, fl 0-5, ec 1, fl 0.5, ec 1, fl 0.5, ec 15) ILRS Vol 2 Station 79057
F0780	Remove from list; renumbered to F0804						

## 7.2

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F0780	Renumbered; was previously F0780.7 - CALM	07 01.70N 79 48.80E	Mo(U) W 15s	..	5	Superbuoy	
*	--	..	Horn Mo(U) 30s				*
F0780.7	Remove from list; renumbered to F0780						
F0782	Remove from list; renumbered to F0791						
F0783	- W Breakwater. Head	06 57.94N 79 49.85E	FI G 6s	..	..	Green metal column, white bands	*
*	*	*	*	*	*	*	*
F0784	Remove from list; renumbered to F0793						
F0784	- E Breakwater. Head	06 57.61N 79 50.35E	FI R 6s	..	..	Red metal column, white bands	*
*	*	*	*	*	*	*	*
F0785	Renumbered; was previously F0794 - S W Breakwater. Head	06 57.35N 79 50.68E	Oc G 5s	17	13	Concrete tower 19	
*	*	*					
F0786	Renumbered; was previously F0796 -- Spur. Elbow	06 57.20N 79 50.74E	FI G 3s	15	5	..	155°-270° (115°)
*	*	*					*
F0787	Renumbered; was previously F0798 --- Head.	06 57.18N 79 50.75E	Q G	8	5	Metal column	161°-015° (214°)
*	*	*					*
F0788	Renumbered; was previously F0792 - N W Breakwater. S Head	06 57.31N 79 50.82E	FI R 3s	13	10	Round Stone tower 12	fl 0.5
*	*	*					
F0789	Renumbered; was previously F0791 --	06 57.39N 79 50.86E	Dir F WRG	..	W 7 R 5 G 5	..	F G132°-134.7° (2.7°). F W134.7°-137.4° (2.7°) F R137.4°-140.1° (2.7°)
*	*	*					*
F0791	Remove from list; renumbered to F0789						
F0791	Renumbered; was previously F0782 - North East Breakwater.	06 57.66N 79 51.20E	F R	13	10	Concrete tower 10	*
*	*	*					*
F0792	Remove from list; renumbered to F0788						
F0793	Renumbered; was previously F0784 - Fishery Harbour. Mole. Head	06 57.89N 79 51.55E	F R	..	5	Metal column	
*	*	*					
F0794	Remove from list; renumbered to F0785						
F0795	Renumbered; was previously F0806 - North Pier. Head	06 57.47N 79 51.20E	F R	2	1	Pedestal	
*	*	*					
F0796	Remove from list; renumbered to F0786						
F0798	Remove from list; renumbered to F0787						
F0800	Renumbered; was previously F0812 - Patent Slip, Guide Jetty. Head	06 56.43N 79 50.93E	F W	5			
*	*	*					
F0804	Remove from list; renumbered to F0805						



**SECTION – VIII**  
**CORRECTION TO LIST OF RADIO SIGNALS**

**INP 31(1), 2005**

*(Last correction: Edition No. 07 dated 01 Apr 2013)*

**NIL**

**INP 31(2), 2007**

*(Last correction: Edition No. 08 dated 16Apr 2013)*

**NIL**

**INP 31(5), 2011**

*(Last correction: Edition No. 07 dated 01Apr 2013)*

**NIL**

**INP 31(6), 2012**

*(Last correction: Edition No. 08 dated 16Apr 13)*

**NIL**

## **SECTION – IX** **REPORTING OF NAVIGATIONAL DANGERS**

### **Appeal to all Mariners**

1. Mariners at sea whilst on passage, or whilst entering / leaving ports / harbours and other waterways, are requested to look out for new or suspected dangers to navigation, changes in aids to navigation, or corrections to published charts and Sailing Directions. Whenever any such changes / dangers are observed, mariners are requested to notify the same to the Chief Hydrographer to the Government of India at the following address: -

National Hydrographic Office  
107-A, Rajpur Road,  
Dehradun - 248001  
(UTTARAKHAND), INDIA  
e-mail: - inho-navy@nic.in, msis-inho-navy@nic.in  
Fax No.: +91-135- 2748373  
WEB: www.hydrobharat.nic.in

### **Instructions for filling up IH 102**

2. Kindly follow the instructions below in order to help the Hydrographic Office (the recipient) to quickly issue NAVAREA warning / Notice to Mariners for the benefit of all other mariners at sea.

### **Position Reporting**

3. Accurate position or knowledge of position error is of great importance. Latitude and Longitude should only be used to specify position details when they have been fixed by GPS or Astronomical Observations. A full description of the method, equipment, time and datum (WGS 84/Everest/Other) used should be given. When position is defined by sextant angles or bearings (true or magnetic to be specified), more than two bearings should be used in order to provide a redundancy check. Distances observed by Radar should be corrected for index errors. Where position is derived after the event, from other observations and/or Dead Reckoning, the methodology of deriving the position should be included.

4. **Paper Charts.** A copy/tracing of largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.

5. **ENCs.** A Screen shot of largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected cell should be sent along with details of the ECDIS make and version in use at the time.

### **Depth Reporting**

6. When soundings are obtained using echo sounders, the echo sounding trace should be duly annotated with date, times, position, depths, etc., and forwarded with the IH102. It is important to state whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name and type of echo sounder should also be given.

7. For modern echo sounders that use electronic 'range gating', care should be taken that the correct range scale and appropriate gate width are in use. Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:

- (a) the trace being weaker than normal for the depth recorded;
- (b) the trace passing through the transmission line;
- (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from the charted depths. Efforts should be made to identify and negate false echoes if any. The Mariners Handbook (NP100) and Notice 15 Special Edition of Notice to Mariners may be consulted.

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

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

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

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



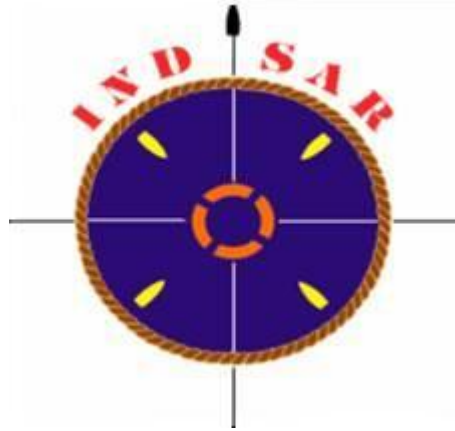


<b>HYDROGRAPHIC NOTE</b>		<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes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

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

<b>7. TUGS (Continued)</b>	
Requesting authority	
Availability timing / Communication	
Hiring charges	
<b>8. BERTHING AND WHARVES</b>	
Type & Number of berths available	
Length	
Depth alongside	
Facilities available	
Procedure for requesting berth & hiring charges	
<b>9. CARGO HANDLING</b>	
Containers	
Lighters & Ro-Ro etc.	
<b>10. CRANES</b>	
Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach	
Container handling facilities	
<b>11. BRIDGES</b>	
Vertical clearance	
<b>12. REPAIRS</b>	
Hull machinery and underwater	
Ship and Boat yards	
Docking or Slipway facilities (Size/ Dimensions of vessels handled)	
Hards and Ramps	
Divers / Diving assistance	
<b>13. SERVICES</b>	
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	

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



**FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR**

**Email: [indsar@vsnl.net](mailto:indsar@vsnl.net)**

**NATION WIDE SAR TELE: 1554 (LAND LINE)**

**INMARSAT C (IOR) 441907210 CODE: 43 (TOLL FREE)**

**AFTN: VABBYXYC**