



INDIAN NOTICES TO MARINERS



EDITION NO. 14 DATED 16 JUL 2013

(CONTAINS NOTICES 144 TO 152)

REACH US 24 x 7



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

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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**



III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

and

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC_s AND PUBLICATION

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

NIL

2. The new 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>Issue Date</i>
IN2263CC	263	CAPE COMORIN TO COLOMBO	04-06-2013
IN62103G	2103	DIGHI PORT	20-05-2013
IN52510B	2510	BEIRA PORT	03-06-2013
IN62510P	2510	PONGOE WHARF	03-06-2013
IN52511A	2511	APPROACHES TO BEIRA PORT	03-06-2013
IN53031A	3031	BALESHWAR ROADS	17-05-2013
IN53033K	3033	KARAIKAL ANCHORAGE	01-07-2013
IN53038A	3038	APPROACHES TO DHAMRA PORT	02-07-2013
IN62065A	2065	PORT DABHOL	02-07-2013
N52505A	2505	APPROACHES TO MATHURIN HARBOUR	13-05-2013
IN52512A	2512	AGALEGA ISLAND	01-07-2013

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
IN121MTM	21	MUSCAT TO MUMBAI	04-06-2013
IN122BCC	22	BOMBAY TO CAPE COMORIN	04-06-2013
IN3208GK	208	GULF OF KHAMBHAT (CAMBAY)	04-06-2013
IN3215BB	215	BETUL TO BELEKERI	04-06-2013
IN3217KK	217	COONDAPOOR TO KASARAGOD	04-06-2013
IN3219LT	219	TELLICHERRY TO TANUR NAGARAM	04-06-2013
IN3220TM	220	TANUR NAGARAM TO MANAKKUDAM	04-06-2013
IN3222QK	222	QUILON TO KOLACHEL	17-06-2013
IN3223KM	223	KOLACHEL TO MANAPPAD	04-06-2013
IN42068K	2068	GULF OF KACHCHH DEEP WATER ROUTE	05-06-2013

VI

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

<i>ENC Cell No</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN3263CC	263	CAPE COMORIN TO COLOMBO	14-10-2004
IN62103G	2103	DIGHI PORT	26-07-2011
IN53031B	3031	BALESHWAR ROADS	19-05-2011
IN53033C	3033	KARAIKAL ANCHORAGE	13-05-2010
IN62065D	2065	PORT DABHOL	23-12-2009
IN63033C	3033	KARAIKAL PORT	13-05-2010
IN121MTM	21	MUSCAT TO MUMBAI	31-07-2005
IN122BCC	22	BOMBAY TO CAPE COMORIN	14-10-2004
IN3208GK	208	GULF OF KHAMBHAT (CAMBAY)	03-01-2007
IN3215BB	215	BETUL TO BELEKERI	14-10-2004
IN3217KK	217	COONDAPOOR TO KASARAGOD	01-06-2012
IN3219LT	219	TELLICHERRY TO TANUR NAGARAM	01-02-2006
IN3220TM	220	TANUR NAGARAM TO MANAKKUDAM	14-10-2004
IN3222QK	222	QUILON TO KOLACHEL	30-11-2010
IN3223KM	223	KOLACHEL TO MANAPPAD	30-11-2010
IN42068K	2068	GULF OF KACHCHH DEEP WATER ROUTE	14-10-2004

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
210	UMARGAM TO SATPATI	150,000	New Edition
211	SATPATI TO MURUD JANJIRA	150,000	New Edition
4171	CAMORTA ISLAND (NORTHERN PORTION)	25,000	New Chart
4172	KATCHALL ISLAND TO CAMORTA ISLAND	25,000	New Chart
4173	KATCHALL ISLAND (WESTERN PORTION)	25,000	New Chart
4181	PULO MILLOW ANCHORAGE	25,000	New Chart
4182	CAPE EDINBURG	25,000	New Chart
4189	TRINKAT CHAMPLONG BAY	25,000	New Chart
4190	MENCHEL ISLAND	25,000	New Chart

VII

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 144 to 152 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	144, 146
22 (INT 752)	3	146, 147
203 (INT 7319)	2	145
221	3	148
271	2	144
272	4	147
289	1	150
291	2	144
292 (INT 7021)	2	146
356 (INT 7400)	5	149
2063	1	152
2068	2	145
2079	2	145
3034	5	149
7071 (INT 71)	1	146
7072 (INT 72)	1	146
7073 (INT 73)	1	146
7705 (INT 705)	1	146
8009	1	151

SECTION – II
PERMANENT NOTICES

***144/(14/13) INDIA – ARABIAN SEA – Approaches to Gulf of Kachchh – Depth.**

Source: IH – 102, INS Investigator.

Chart 21 [previous update 052/13]

Delete  23° 00'·50N., 68° 23'·50E.

Chart 291 [previous update 084/13]

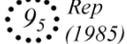
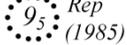
Delete  23° 00'·50N., 68° 23'·50E.

Chart 271 [previous update 112/13]

Delete  23° 00'·50N., 68° 23'·50E.

***145/(14/13) INDIA – WEST COAST – Approaches to Mudnra Port – SPM.**

Source: IH – 102, Adani Ports.

Chart 203 (INT 7319) [previous update 112/13]

Amend SPM light to: Mo(U)5M
Horn 22° 40'·64N., 69° 39'·29E.
Racon (M)

Chart 2068 [previous update 112/13]

Amend SPM light to: Mo(U)5M
Horn 22° 40'·64N., 69° 39'·29E.
Racon (M)

Chart 2079 [previous update 252/12]

Amend SPM light to: Mo(U)5M
Horn 22° 40'·68N., 69° 39'·28E.
Racon (M)

***146/(14/13) INDIA – WEST COAST – Mumbai to Cape Comorin – Depths.**

Source: IH – 102, INS Investigator.

Chart 21 [previous update 144/13]

Substitute depth, 273m, for  Rep at: 19° 00'·00N., 69° 54'·20E.
Delete depth, 119m enclosed by 200m contour at: 18° 58'·20N., 69° 52'·10E.

Chart 22 (INT 752) [previous update 114/13]

Substitute depth, 273m, for  Rep at: 19° 00'·00N., 69° 54'·20E.
Delete depth, 119m enclosed by 200m contour at: 18° 58'·20N., 69° 52'·10E.

Chart 292 (INT 7021) [previous update 123/13]

Substitute depth, 273m, for  Rep at: 19° 00'·00N., 69° 54'·20E.
Delete depth, 119m enclosed by 200m contour at: 18° 58'·20N., 69° 52'·10E.

Chart 7705 (INT 705) [previous update 049/13]

Substitute depth, 273m, for  Rep at: 19° 00'·00N., 69° 54'·20E.

Chart 7071 (INT 71) [previous update 082/13]

Substitute depth, 273m, for  at: 19° 00'·00N., 69° 54'·20E.

Chart 7072 (INT 72) [previous update 033/13]

Substitute depth, 273m, for  at: 19° 00'·00N., 69° 54'·20E.

Chart 7073 (INT 73) [previous update 082/13]

Substitute depth, 273m, for  at: 19° 00'·00N., 69° 54'·20E.

***147/(14/13) INDIA – ARABIAN AND LAKSHADWEEP SEAS – Cora Divh to Elikalpeni Bank – Depths.**

Source: IH – 102, INS Investigator.

Chart 22 (INT 752) [previous update 146/13]Delete depth,  at: 11° 46'·40N., 71° 57'·50E.**Chart 272 [previous update 125/13]**

Insert depth, 151m enclosed by 200m contour at: 12° 14'·42N., 71° 53'·34E.

Delete depth,  at: 11° 46'·40N., 71° 57'·50E.***148/(14/13) INDIA – WEST COAST – Allepy to Quilon – Light.**

Source: DLL Cochin.

Chart 221 [previous update 089/11]Insert  FIR4s6M
FIG4s6M
(2Lts) 09° 19'·15N., 76° 22'·68E***149/(14/13) INDIA – EAST COAST – Approaches to Krishnapatnam – Buoy.**

Source: KPCL.

Chart 356 (INT 7400) [previous update 078/13]Insert  FIY3s4M
CB 5 14° 16'·87N., 80° 12'·25E**Chart 3034 [previous update 280/12]**Insert  FIY3s4M
CB 5 14° 16'·87N., 80° 12'·25E**150/(14/13) IRAN – Strait of Hormuz to Qatar – Platforms.**

Source: BA Notice No. 3022/13.

Chart 289 [previous update 141/13]Insert  26° 55'·90N., 52° 21'·00E.
26° 43'·20N., 52° 21'·10E.
26° 41'·50N., 52° 23'·60E.**151/(14/13) GULF OF ADEN – Eastern Portion – Wreck.**

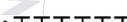
Source: BA Notice No. 3090/13.

Chart 8009 [previous update 518/06]Insert  11° 55'·40N., 50° 35'·40E**152/(14/13) SRI LANKA – WEST COAST – Approaches To Colombo – Break Water. Pilot Boarding. Restricted Area. Legend.**

Source: BA Notice No. 2706/13.

Chart 2063 [previous update 283/12]Insert break water, single firm line, joining: 06° 56'·60N., 79° 50'·60E.(Shore)
06° 56'·60N., 79° 49'·40E.
06° 57'·40N., 79° 49'·40E.
06° 57'·90N., 79° 49'·80E.

152/(14/13) SRI LANKA – WEST COAST – Approaches To Colombo – Break Water. Pilot Boarding. Restricted Area. Legend. Continued.

	 B	07° 00'.50N., 79° 47'.50E.
	 A	06° 59'.00N., 79° 48'.50E.
Delete	symbol radar beacon, <i>Racon (B) (3cm)</i>	06° 58'.30N., 79° 50'.10E.
		06° 59'.30N., 79° 48'.30E.
	limit of restricted area  , joining:	(a) 06° 56'.94N., 79° 50'.64E. (Shore)
		(b) 06° 56'.94N., 79° 50'.36E.
		(c) 06° 56'.79N., 79° 50'.26E.
		(d) 06° 56'.79N., 79° 49'.66E.
		(e) 06° 57'.44N., 79° 49'.66E.
		(f) 06° 57'.98N., 79° 50'.04E.
		(g) 06° 58'.16N., 79° 49'.86E.
		(h) 06° 57'.52N., 79° 49'.20E.
		(i) 06° 56'.29N., 79° 49'.20E.
		(j) 06° 56'.29N., 79° 50'.24E.
		(k) 06° 56'.20N., 79° 50'.40E. (Shore)
	legend, “Works in Progress (2010) see Note”, within:	(a) – (k) above
Chart 2063 (Plan – Colombo Harbour) [previous update 283/12]		
Insert	break water, single firm line, joining:	06° 56'.600N., 79° 50'.600E.(Shore)
		06° 56'.600N., 79° 49'.950E.(W Border)
Delete	symbol radar beacon, <i>Racon (B) (3.0cm)</i>	06° 58'.307N., 79° 50'.092E.
	limit of restricted area  , joining:	06° 58'.070N., 79° 49'.950E.(W Border)
		06° 57'.980N., 79° 50'.040E.
		06° 57'.850N., 79° 49'.950E.(W Border)
		and
		(a) 06° 56'.941N., 79° 50'.642E. (Shore)
		(b) 06° 56'.940N., 79° 50'.364E.
		(c) 06° 56'.789N., 79° 50'.255E.
		(d) 06° 56'.789N., 79° 49'.95E. (W Border)
		and
		(e) 06° 56'.294N., 79° 49'.95E. (W Border)
		(f) 06° 56'.294N., 79° 50'.236E.
		(g) 06° 56'.198N., 79° 50'.394E. (Shore)
	legend, “Works in Progress (2010)”, within:	(a) – (g) above

Former INM 287(P)/12 is cancelled.

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

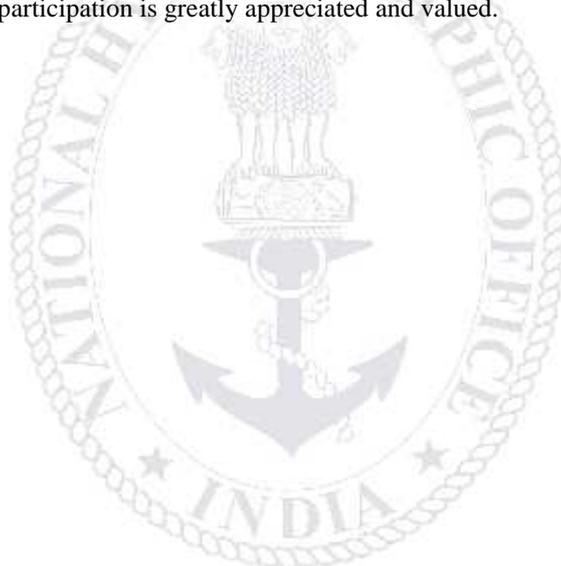
Zone (EEZ) due to increased weather related marine accidents and dense traffic. These are mandatory for all Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

(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.

4. WORLD-WIDE NAVIGATIONAL WARNING SERVICE SECOND SURVEY TO ASSESS THE QUALITY OF MSI SERVICES

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. It provides an opportunity to comment on the quality of the content and reception of Navigational Warnings provided by each NAVAREA coordinator. Please visit <http://www.needtopopulatethis.com> to complete the short survey. The World Meteorological Organization offers a similar survey regarding the World-Wide Meteorological Information and warning service available at: www.jcomm.info/mmms. Your participation is greatly appreciated and valued.



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 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>	<p>Bogerd Martin Tianjin(China Branch) 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: charts-tj@martincn.com</p>
<p>C-Map Holland Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie cor@chartworx.nl</p>		

List of Indian Chart Agents.

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M/s C & C Marine Combine 25 Bank Street, 1 st 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 Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com
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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. 13 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings in force as on 15 Jul 13.

2012 SERIES – 661

2013 SERIES – 008 012 035 036 160 197 203 228 265 303 307 310 320 324 330 334 335 343
354 356 360 370 372 374 376 377 384 386 387 390 391 393 395 397

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

<p>369. Cancel NAVAREA VIII 366/13, India West Coast – off Okha. Charts 21 202 252 271 291 INT 705. Out of seventeen containers overboard from MV Rajiv Gandhi two containers reported washed ashore at 22-55.12N 069-03.51E and 22-57.54N 068-57.51E. Three containers still floating in following positions:</p> <p>(a) 22-37.00N 068-58.00E (b) 22-33.03N 068-55.53E (c) 22-49.50N 069-03.30E</p> <p>2. Caution advised. 3. Cancel this MSG 040600 UTC Jul 13.</p>																												
<p>370. India East Coast – Gangavaram. Charts 31 32 354 391 3035 INT 706. Buoy no 7 and buoy no 7A temporarily removed. 2. Caution advised.</p>																												
<p>371. India East Coast – Pulicat. Charts 32 33 313 356 313 INT 706. Pulicat DGPS off air from 300130 UTC Jun 13. 2. Caution advised.</p>																												
<p>372. India West Coast – off Porbandar. Charts 21 271 291 292 INT 705. Man overboard from MV Aligote reported in vicinity 21-44N 067-467E at 010545 UTC Jul 13. 2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																												
<p>373. Cancel NAVAREA VIII 361/13 and this MSG.</p>																												
<p>374. India West Coast – off Okha. Charts 21 202 252 271 291 INT 705. One fully submerged container sighted in vicinity 22-31.41N 069-03.27E. 2. Caution advised.</p>																												
<p>375. India West Coast – off Mumbai. Charts 21 253 255 292 INT 705. Man overboard reported wearing orange colour overall from platform oil rig Win, ONGC Mumbai in vicinity 19-35N 071-19E at 010422 UTC Jul 13. 2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																												
<p>376. India West Coast – off Karanja. Charts 21 22 211 255 292 INT 705. North Karanja buoy (18-55.13N 072-52.72E) reported missing since 23 Jun 13. 2. Caution advised.</p>																												
<p>377. India West Coast – Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by Naval Coast Battery:</p> <table style="margin-left: 20px;"> <thead> <tr> <th>Date</th> <th>Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>02 Jul 13</td> <td>0900 to 1200</td> </tr> <tr> <td>05 Jul 13</td> <td>0900 to 1200</td> </tr> <tr> <td>09 Jul 13</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>12 Jul 13</td> <td>0900 to 1200</td> </tr> <tr> <td>16 Jul 13</td> <td>0900 to 1200</td> </tr> <tr> <td>19 Jul 13</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>23 Jul 13</td> <td>0900 to 1200</td> </tr> <tr> <td>26 Jul 13</td> <td>0900 to 1200</td> </tr> <tr> <td>30 Jul 13</td> <td>0900 to 1200</td> </tr> </tbody> </table> <p>2. Danger area bounded by:</p> <table style="margin-left: 20px;"> <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. 4. Cancel this MSG 301300 UTC Jul 13.</p>	Date	Time (UTC)	02 Jul 13	0900 to 1200	05 Jul 13	0900 to 1200	09 Jul 13	0900 to 1200 and 1230 to 1430	12 Jul 13	0900 to 1200	16 Jul 13	0900 to 1200	19 Jul 13	0900 to 1200 and 1230 to 1430	23 Jul 13	0900 to 1200	26 Jul 13	0900 to 1200	30 Jul 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
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<p>378. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 031001 UTC Jul 13:</p> <table border="0"> <tr> <td>ABAN II</td> <td>16-44.23N</td> <td>082-23.67E</td> </tr> <tr> <td>ACTINIA</td> <td>16-15.78N</td> <td>082-10.24E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-13.47N</td> <td>081-38.53E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-1</td> <td>14-35.60N</td> <td>082-16.51E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-2</td> <td>11-35.70N</td> <td>080-21.21E</td> </tr> <tr> <td>GSF-140</td> <td>16-31.68N</td> <td>082-28.43E</td> </tr> <tr> <td>MG HULME JR</td> <td>16-36.60N</td> <td>082-25.50E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-08.84N</td> <td>081-40.95E</td> </tr> <tr> <td>DSR PLATINUM EXPLORER</td> <td>19-39.60N</td> <td>087-43.90E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-13.96N</td> <td>081-45.89E</td> </tr> <tr> <td>D S SAGAR VIJAY</td> <td>16-19.08N</td> <td>082-16.00E</td> </tr> </table> <p>wide berth requested.</p> <p>2. Cancel NAVAREA VIII 346/13.</p>			ABAN II	16-44.23N	082-23.67E	ACTINIA	16-15.78N	082-10.24E	DEEP SEA MATDRILL	16-13.47N	081-38.53E	DSR DHIRUBHAI DEEPWATER KG-1	14-35.60N	082-16.51E	DSR DHIRUBHAI DEEPWATER KG-2	11-35.70N	080-21.21E	GSF-140	16-31.68N	082-28.43E	MG HULME JR	16-36.60N	082-25.50E	NOBLE DUCHESS	16-08.84N	081-40.95E	DSR PLATINUM EXPLORER	19-39.60N	087-43.90E	SAGAR RATNA	16-13.96N	081-45.89E	D S SAGAR VIJAY	16-19.08N	082-16.00E
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<p>379. Cancel NAVAREA VIII 375/13 and this MSG. Body recovered.</p>																																			
<p>380. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Drifting containers of MV Rajiv Gandhi sighted in following positions:</p> <p>(a) Broken yellow coloured container in vicinity 22-38.58N 069-13.90E at 020922 UTC Jul 13.</p> <p>(b) Partially submerged container with door open in vicinity 22-38.66N 069-15.38E at 030454 UTC Jul 13.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 061200 UTC Jul 13.</p>																																			
<p>381. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Out of seventeen containers overboard from MV Rajiv Gandhi six containers reported washed ashore in following positions:</p> <p>(a) Two containers in vicinity 022-51.56N 069-08.16E.</p> <p>(b) Two containers in vicinity 022-54.52N 069-03.38E.</p> <p>(c) One container in vicinity 22-57.48N 068-57.50E.</p> <p>(d) One container near okha light house</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 071001 UTC Jul 13.</p>																																			
<p>382. 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 11 Jul 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.</p> <p>3. Safe flying height 13000 metres.</p> <p>4. Cancel this MSG 110830 UTC Jul 13.</p>																																			
<p>383. NAVAREA VIII – Messages in force as on 051001 UTC Jul 13:</p> <p>2012 Series – 661</p> <p>2013 Series – 008 012 035 036 160 197 203 228 265 303 307 310 320 324 330 334 335 338 343 354 356 360 370 371 372 374 376 377 378 380 381 382</p> <p>(a) NAVAREA VIII warnings less than 42 days old (303/13 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 121001 utc jul 13</p>																																			
<p>384. India West Coast – off Kochi. Charts 22 32 220 259 2004 2029 INT 71. Red and white coloured stripes fairway buoy marked with red disk on top with characteristics FLW10sec deployed in position 09-57.58N 076-05.55E.</p>																																			
<p>385. India West Coast – Arabian Sea. Charts 22 INT 71 INT 73 INT 705. 6.10 metres long container reported adrift in vicinity 14-27.0N 069-29.5E at 070330 UTC Jul 13.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 100330 UTC Jul 13.</p>																																			
<p>386. India West Coast – Thottapally. Charts 22 221 259 260 INT 71. Two channel guide lights (red and green) installed on either side of Thottapally fishing harbour entrance by 3 metres high GI pipe structure since 01 Jun 13. Details of the lights are as follows:</p> <table border="0"> <thead> <tr> <th></th> <th>Red light</th> <th>Green light</th> </tr> </thead> <tbody> <tr> <td>(a) Day mark</td> <td>Red colour GI pipe</td> <td>Green colour GI pipe</td> </tr> <tr> <td>(b) Light characteristics</td> <td>Fl(R) 4 Sec</td> <td>Fl(G) 4 Sec</td> </tr> <tr> <td>(c) Position</td> <td>09-19.15N 076-22.68E</td> <td>09-19.16N 076-22.59E</td> </tr> <tr> <td>(d) Geographical range</td> <td>7.27 NM</td> <td>7.27 NM</td> </tr> <tr> <td>(e) Luminous</td> <td>6 NM</td> <td>6 NM</td> </tr> </tbody> </table>				Red light	Green light	(a) Day mark	Red colour GI pipe	Green colour GI pipe	(b) Light characteristics	Fl(R) 4 Sec	Fl(G) 4 Sec	(c) Position	09-19.15N 076-22.68E	09-19.16N 076-22.59E	(d) Geographical range	7.27 NM	7.27 NM	(e) Luminous	6 NM	6 NM															
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<p>387. India West Coast – Trivandrum. Charts 22 32 222 260 INT 706. RH 200 rocket launch from Thumba Equatorial Rocket Launching Station 08-31.98N 076-52.05E between 0530 UTC to 0730 UTC on 17 Jul 13.</p>					
<p>2. Danger zones:</p>					
<p>(a) Sector of radius 05 nm from launcher between azimuth angles 190 degree and 300 degree.</p>					
<p>(b) Sector of radii 45 nm and 75 nm from the launcher between azimuth angles 220 degree and 260 degree.</p>					
<p>3. Cancel this MSG 170830 UTC Jul 13.</p>					
<p>388. Indian Ocean – Somali Basin. Charts INT 71 INT 72 INT 703. MV sunk in position 04-36N 048-05E with superstructure still visible above the water line at 080600 UTC Jul 13. Crew abandoned vessel.</p>					
<p>2. Caution advised of drifting containers in the area.</p>					
<p>3. Vessels transiting through the area to keep sharp look out.</p>					
<p>4. Cancel this message 111200 UTC Jul 13.</p>					
<p>389. Indian Ocean – Northern Part. Charts 292 INT 71 INT 72 INT 705. Fore part of derelict MV Mol Comfort towed (tow length 800 metres) from 19-20.34N 066-23.82E at 081130 UTC Jul 13 by MV SCI Urja underway to Oman (Port of Sohar) escorted by MV Capricorn, MV Zakher Emperor, ICGS Samudra Prahari.</p>					
<p>2. Caution advised.</p>					
<p>3. Cancel this MSG 121001 UTC Jul 13.</p>					
<p>390. India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 091002 UTC Jul 13:</p>					
ABAN III	19-00.60N	072-11.96E			
ABAN IV	19-06.83N	070-56.43E			
BADRINATH	17-55.79N	071-24.81E			
CE THORNTON	19-34.69N	071-20.09E			
DEEP SEA FORTUNE	19-31.79N	071-22.50E			
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	18-11.38N	071-48.12E			
ENSCO 54	19-16.46N	071-59.83E			
FG MC CLINTOK	19-15.34N	071-21.80E			
GREAT DRILLER CHAAYA	19-14.46N	071-58.88E			
GREATDRILL CHETNA	19-18.31N	071-58.56E			
GREATDRILL CHITRA	18-58.00N	071-37.73E			
JT ANGEL	18-47.09N	072-19.51E			
KEDARNATH	19-41.96N	070-57.23E			
NOBLE CHARLIE YESTER	18-42.58N	072-20.49E			
NOBLE ED HOLT	19-12.54N	072-02.23E			
NOBLE KENNETH DELANEY	18-31.89N	072-16.74E			
RON TAPMEYER	18-30.15N	072-15.92E			
SAGAR GAURAV	20-19.56N	071-18.67E			
SAGAR JYOTI	20-26.62N	071-19.74E			
SAGAR KIRAN	18-45.24N	072-18.00E			
SAGAR LAXMI	20-58.00N	071-33.00E			
SAGAR PRAGATI	18-32.27N	072-15.44E			
SAGAR UDAY	20-21.88N	071-05.87E			
TRIDENT II	19-10.40N	070-57.68E			
TRIDENT XII	18-36.18N	071-01.64E			
VIRTUE 1	18-47.00N	071-59.01E			
<p>wide berth requested.</p>					
<p>2. Cancel NAVAREA VIII 338/13</p>					
<p>391. Andaman Sea – off Port Blair. Charts 41 404 405 473 4006 4016 INT 706. Firing practice by Naval Coast Battery from 0830 UTC to 0930 UTC on 17 Jul 13 in area bounded by:</p>					
(a)	11-39.7N	092-46.3E	(b)	11-40.6N	092-47.0E
(c)	11-38.7N	092-53.1E	(d)	11-32.9N	092-48.3E
<p>2. Safe flying height 5000 metres.</p>					
<p>3. Cancel this MSG 171030 UTC Jul 13.</p>					
<p>392. Cancel NAVAREA VIII 371/13 and this MSG. Pulicat DGPS on air.</p>					

<p>393. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 101002 UTC Jul 13:</p> <table> <tr> <td>ABAN II</td> <td>16-44.23N</td> <td>082-23.67E</td> </tr> <tr> <td>ACTINIA</td> <td>16-15.78N</td> <td>082-10.24E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-13.47N</td> <td>081-38.53E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-1</td> <td>14-35.60N</td> <td>082-16.51E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-2</td> <td>11-35.70N</td> <td>080-21.21E</td> </tr> <tr> <td>GSF-140</td> <td>16-31.68N</td> <td>082-28.43E</td> </tr> <tr> <td>MG HULME JR</td> <td>16-36.60N</td> <td>082-25.50E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-07.06N</td> <td>081-41.85E</td> </tr> <tr> <td>DSR PLATINUM EXPLORER</td> <td>19-39.60N</td> <td>087-43.90E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-13.96N</td> <td>081-45.89E</td> </tr> <tr> <td>D S SAGAR VIJAY</td> <td>16-19.08N</td> <td>082-16.00E</td> </tr> </table> <p>wide berth requested.</p> <p>2. Cancel NAVAREA VIII 378/13.</p>			ABAN II	16-44.23N	082-23.67E	ACTINIA	16-15.78N	082-10.24E	DEEP SEA MATDRILL	16-13.47N	081-38.53E	DSR DHIRUBHAI DEEPWATER KG-1	14-35.60N	082-16.51E	DSR DHIRUBHAI DEEPWATER KG-2	11-35.70N	080-21.21E	GSF-140	16-31.68N	082-28.43E	MG HULME JR	16-36.60N	082-25.50E	NOBLE DUCHESS	16-07.06N	081-41.85E	DSR PLATINUM EXPLORER	19-39.60N	087-43.90E	SAGAR RATNA	16-13.96N	081-45.89E	D S SAGAR VIJAY	16-19.08N	082-16.00E
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<p>394. India West Coast – Arabian Sea. Charts 21 INT 71 INT 72 INT 705. Mv Mol Comfort fore part derelict sunk in position 19-56.48N 065-24.74E at 101900 UTC Jul 13.</p> <p>2. Containers and debris floating in vicinity.</p> <p>3. All vessels requested to navigate with extreme care and keep sharp lookout.</p> <p>4. MV Zaker and SCI Urja in vicinity for search operations.</p> <p>5. Cancel this MSG 140730 UTC Jul 13.</p>																																			
<p>395. India East Coast – Bay of Bengal. Charts 31 32 INT 71 INT 706 INT 707. Red, white and blue coloured Sri Lankan fishing vessel Samuditha-2 (Imul-A-0918-mtr, length 12.19 metres) reported adrift in vicinity 14-28N 084-14E at 110800 UTC Jul 13 with five crew due to engine failure.</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																																			
<p>396. Indian Ocean – Southern Part. Charts 33 INT 71 INT 706 INT 707. 12.9 metres long Sri Lankan fishing vessel Vihanga (Imul-A-0764-mtr, colour cabin-blue and white, hull-yellow and white) reported adrift in vicinity 08-35N 088-32E at 100800 Utc Jul 13 due to engine failure. Crew rescued.</p> <p>2. Cancel this MSG 141002 UTC Jul 13.</p>																																			
<p>397. NAVAREA VIII – Messages in force as on 121001 UTC Jul 13:</p> <p>2012 SERIES – 661</p> <p>2013 SERIES – 008 012 035 036 160 197 203 228 265 303 307 310 320 324 330 334 335 343 354 356 360 370 372 374 376 377 384 386 387 390 391 393 394 395 396</p> <p>(a) NAVAREA VIII warnings less than 42 days old (303/13 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 191001 UTC Jul 13.</p>																																			

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

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

West Coast of India Pilot (INP-1)

Chapter -9 (Page – 286)

(Source: Kandla Port Trust)

Article 9.171, Para 1

Insert berth details below berth No. XII

XIII	111 to 130	75000	12.5
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Article 9.171, Para 2

Delete and replace detail of oil Jetty No. 3

Oil Jetty No. 3	Tankers drawing upto 9.80 m. LOA upto 213.4m (700 ft) and DWT upto 40,000 tonnes.
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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. 11 dated 01 Jun 2013)

NIL

INP 31(5), 2011

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

NIL

INP 31(6), 2012

(Last correction: Edition No. 13 dated 01 Jul 2013)

NIL

SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

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

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

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

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

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

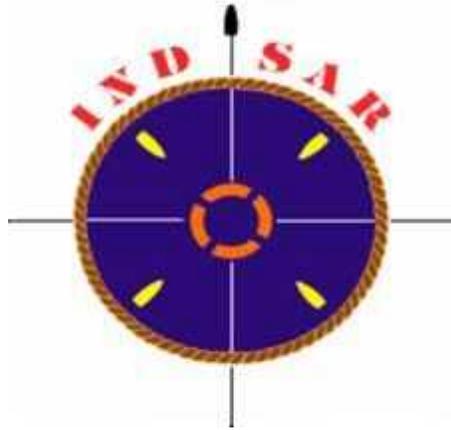


HYDROGRAPHIC NOTE		IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes Observed (Tick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

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

7. TUGS (Continued)	
Requesting authority	
Availability timing / Communication	
Hiring charges	
8. BERTHING AND WHARVES	
Type & Number of berths available	
Length	
Depth alongside	
Facilities available	
Procedure for requesting berth & hiring charges	
9. CARGO HANDLING	
Containers	
Lighters & Ro-Ro etc.	
10. CRANES	
Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach	
Container handling facilities	
11. BRIDGES	
Vertical clearance	
12. REPAIRS	
Hull machinery and underwater	
Ship and Boat yards	
Docking or Slipway facilities (Size/ Dimensions of vessels handled)	
Hards and Ramps	
Divers / Diving assistance	
13. SERVICES	
Radio / FAX / Telephone / Internet etc.	
Medical	
Quarantine	
Consul	
Ship chandlery and Stevedores	
Compass adjustment	
Tank cleaning	
Hull painting	
Police / Ambulance / Firefighting (Fixed and Mobile facilities)	
Nav. Warning and Weather bulletin	
Garbage disposal / Waste oil disposal	
Helicopter landing facilities	

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



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC