



# INDIAN NOTICES TO MARINERS



EDITION NO. 15 DATED 01 AUG 2013

(CONTAINS NOTICES 153 TO 159)

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

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



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## II

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

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

**Chief Hydrographer  
to the Government of India**



### III

## **EXPLANATORY NOTES**

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

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

## IV

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

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

and

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

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

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

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

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

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

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

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

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

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

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

NIL

2. The new Indian Electronic Navigational 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>
<b>IN63033R</b>	<b>3033</b>	<b>KARAIKAL PORT</b>	<b>11-07-2013</b>
<b>IN52056P</b>	<b>2056</b>	<b>JAFARABAD PORT</b>	<b>01-07-2013</b>
<b>IN62507G</b>	<b>2507</b>	<b>GRAND PORT</b>	<b>11-07-2013</b>

3. 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>
<b>IN63033P</b>	<b>3033</b>	<b>KARAIKAL PORT</b>	<b>01-07-2013</b>
<b>IN52056J</b>	<b>2056</b>	<b>JAFARABAD PORT</b>	<b>02-07-2009</b>

4. The forthcoming Indian Charts are as follows:-

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

## VI

### 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: <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></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: <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></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:-<a href="mailto:data@ecc.no">data@ecc.no</a> Website: - <a href="http://www.primar.org">www.primar.org</a></p>	



**SECTION – I**

The list of charts affected by the Notices 153 to 159 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
22 (INT 752)	3	155, 156
33	5	159 (P)
41 (INT 757)	6	159 (P)
212	3	154
213	3	154
216	3	155
220	3	157
256 (INT 7340)	3	154
257 (INT 7343)	3	155
259 (INT 7356)	3	157
272	4	156
288	1	158
289	1	158
293 (INT 7022)	3	155
409	6	159 (P)
471	6	159 (P)
472 (INT 7032)	6	159 (P)
2004 (INT 7359)	3	157
2028	3	154
2029 (INT 7358)	3	157
2068	2	153
2074	3	154
2077	3	154
4035	6	159 (P)
4039	6	159 (P)

**SECTION – II**  
**PERMANENT NOTICES**

**\*153/(15/13) Miscellaneous updates to chart.**

Source: NHO Dehradun.		
Chart	Previous Updates	Details
<b>2068</b>	<i>145/13</i>	Delete Chart No. 2021 and Magenta limit as follows: 22° 46'·55N., 69° 39'·00E. (Source data diagram) 22° 40'·30N., 69° 39'·00E. 22° 40'·30N., 69° 43'·70E. 22° 47'·00N., 69° 43'·70E. 22° 47'·00N., 69° 39'·15E. (Source data diagram)

**\*154/(15/13) INDIA – WEST COAST – Pawas Bay – Ranpar Port – Light.**

Source: Ranpar Port.

**Chart 256 (INT 7340)** [previous update 125/12]

Amend light to, Fl(2)15s4M 16° 53'·53N., 73° 16'·72E.

**Chart 212** [previous update 157/12]

Amend light to, Fl(2)15s4M 16° 53'·53N., 73° 16'·72E.

**Chart 213** [previous update 125/12]

Amend light to, Fl(2)15s4M 16° 53'·58N., 73° 16'·68E.

**Chart 2028** [previous update 113/11]

Amend light to, Fl(2)15s11m4M 16° 53'·58N., 73° 16'·68E.

**Chart 2077** [previous update NE 15 Dec 10]

Amend light to, Fl(2)15s11m4M 16° 53'·58N., 73° 16'·68E.

**Chart 2074** [previous update NC 30 Nov 12]

Amend light to, Fl(2)15s11m4M 16° 53'·58N., 73° 16'·68E.

**\*155/(15/13) INDIA – WEST COAST – Belekeri to Kundapura – Buoy.**

Source: IH 102, INS Sutlej.

**Chart 22 (INT 752)** [previous update 147/13]

Delete  14° 09'·90N., 74° 16'·10E.

**Chart 293 (INT 7022)** [previous update 123/13]

Delete  14° 09'·90N., 74° 16'·10E.

**Chart 257 (INT 7343)** [previous update 114/13]

Delete  14° 09'·90N., 74° 16'·10E.

**Chart 216** [previous update 233/12]

Delete  14° 09'·92N., 74° 16'·10E.

**\*156/(15/13) INDIA – WEST COAST – Mumbai to Cape Comorin – Depths.**

Source: IH – 102, INS Investigator.

**Chart 22 (INT 752)** [previous update 155/13]

Insert depth, 359 enclosed by 500m contour at: 12° 26'·99N., 71° 40'·49E.

depth, 367 enclosed by 500m contour at: 12° 04'·76N., 72° 13'·36E.

**Chart 272** [previous update 147/13]

Insert depth, 359 enclosed by 500m contour at: 12° 26'·99N., 71° 40'·49E.

depth, 367 enclosed by 500m contour at: 12° 04'·76N., 72° 13'·36E.



**\*157/(15/13) INDIA – WEST COAST – Kochi Harbour – Fairway Buoy**

Source: IH – 102, INS Sutlej.

**Chart 259 (INT 7356) [previous update 273/12]**

Insert  *Fl.10s*  
*Fairway* 09° 57'·49N., 76° 05'·60E.

**Chart 220 [previous update 273/12]**

Insert  *Fl.10s*  
*Fairway* 09° 57'·49N., 76° 05'·60E.

**Chart 2029 (INT 7358) [previous update 045/13]**

Insert  *Fl.10s*  
*Fairway* 09° 57'·59N., 76° 05'·54E.

**Chart 2004 (INT 7359) [previous update 097/13]**

Insert  *Fl.10s*  
*Fairway* 09° 57'·59N., 76° 05'·54E.

**158/(15/13) UNITED ARAB EMIRATES – QATAR – Submarine cable.**

Source: BA Notice – 1446(P)/13.

**Chart 289 [previous update 150/13]**

Insert submarine cable, , joining: 25° 04'·30N., 55° 07'·50E. (Shore)

25° 05'·60N., 55° 05'·30E.

25° 05'·90N., 55° 04'·60E.

25° 10'·20N., 55° 02'·00E.

25° 23'·60N., 54° 59'·30E.

25° 27'·20N., 55° 00'·30E.

25° 34'·70N., 55° 14'·20E.

25° 39'·60N., 55° 18'·20E.

25° 59'·50N., 55° 40'·00E.

and

25° 04'·20N., 55° 07'·40E. (Shore)

25° 05'·40N., 55° 05'·20E.

25° 05'·60N., 55° 04'·60E.

25° 06'·40N., 55° 03'·60E.

25° 08'·50N., 55° 02'·60E.

25° 08'·80N., 55° 01'·20E.

25° 10'·60N., 55° 00'·30E.

25° 11'·50N., 54° 58'·80E.

25° 12'·60N., 54° 55'·20E.

25° 16'·50N., 54° 47'·20E.

25° 17'·20N., 54° 40'·30E.

25° 20'·20N., 54° 28'·80E.

25° 25'·00N., 54° 21'·20E.

25° 32'·80N., 54° 07'·80E.

25° 36'·70N., 53° 55'·70E.

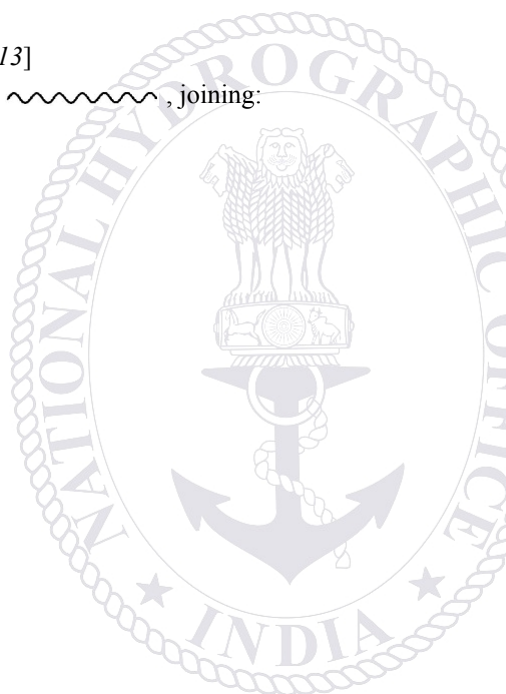
25° 36'·70N., 53° 50'·60E.

25° 45'·30N., 53° 49'·70E.

25° 48'·30N., 53° 46'·20E.

25° 49'·80N., 53° 41'·90E.


25° 55'·00N., 53° 15'·70E.



**158/(15/13) UNITED ARAB EMIRATES – QATAR – Submarine cable. Continued.**

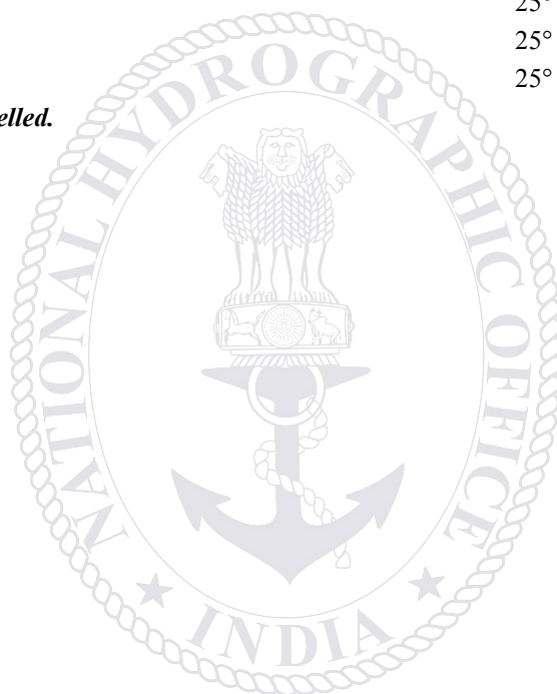
25° 54'·30N., 53° 10'·60E.  
 25° 47'·20N., 52° 55'·80E.  
 25° 45'·70N., 52° 48'·60E.  
 25° 45'·70N., 52° 34'·90E.  
 25° 46'·60N., 52° 27'·70E.  
 25° 44'·30N., 52° 24'·80E.  
 25° 44'·60N., 52° 18'·40E.  
 25° 41'·50N., 52° 00'·00E.  
 25° 38'·40N., 51° 45'·30E.  
 25° 33'·70N., 51° 32'·80E.  
 25° 33'·71N., 51° 29'·70E.(Shore)

**Chart 288** [previous update 128/13]

Insert submarine cable, , joining:

25° 44'·60N., 52° 16'·15E.(E Border)  
 25° 41'·50N., 52° 00'·00E.  
 25° 38'·40N., 51° 45'·30E.  
 25° 33'·70N., 51° 32'·80E.  
 25° 33'·71N., 51° 29'·70E.(Shore)

**Former notice 249(P)/08 is cancelled.**



**SECTION – III**  
**TEMPORARY AND PRELIMINARY NOTICES**

**\*159 (P)/(15/13 INDIA – ANDAMAN SEA – Nicobar Islands – Campbell Bay – Jetty.**

Source: IH – 102 INS Investigator.

1. A new concrete jetty is under construction bounded by following co-ordinates:

07°00'.48N., 93°55'.75E

07°00'.50N., 93°55'.75E

07°00'.54N., 93°55'.82E

07°00'.52N., 93°55'.82E

2. Mariners are advised to navigate with caution in the area and contact local port authorities for more information.

**Charts Affected – 33– 41 (INT 757) – 409 – 471 – 472 – 4035 – 4039.**



## **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](mailto:indsar@vsnl.net), or [icgmrc\\_mumbai@mtnl.net](mailto: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](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

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. MINISTRY OF SHIPPING – NOTIFICATION – New Delhi, 20<sup>th</sup> April 2012.**

**G.S.R. 311(E)** – In exercise of the power conferred by section 457 of the Merchant Shipping Act, 1958, the Central Government hereby makes the following rules, namely :-

4.1 Short title and commencement – (1) These rules shall be called the Merchant Shipping (Regulation of Entry of Ships into Ports, Anchorages and Offshore facilities) Rules, 2012.

(2) They shall come into force on the date of their publication on the Official Gazette:

Provided that these rules shall apply, to the vessels which are chartered before the commencement of these rules, after the expiry of a period of sixty days from the date of their commencement:

Provided further that these rules shall not apply to warships such as naval ships, auxiliary naval ships and vessels owned or operated by a State and used for the time being for non-commercial purpose of for public service purpose.

#### **4.2 Definitions.-**

(1) In these rules, unless the context otherwise requires:-

- (a) "Act" means the Merchant Shipping Act, 1958 (44 of 1958);
- (b) "Maritime Claims" means the Claims as defined under article 2 and article 3 of the Convention on Limitation of Liability for Maritime Claims, 1976;
- (c) "Port Authority" means the Port Conservator or the Port Officer as defined in the Indian Ports Act, 1908;
- (d) "Port facility" means any area of land or water, or land and water within a port including without limitation any buildings, installations, terminals, floating terminals and transportation facilities, shipyards, ship repair yards or equipment in or on the relevant area used either wholly or partly in connection with the loading or unloading of goods to or from ships, the moving of passengers to or from ships, or for maintenance, repair and or anchorage of ships or for the provision of services to ships;
- (e) "Protection and indemnity insurance" means insurance with or without deductibles, and comprising of the indemnity insurances provided by the members of the International Group of Protection and Indemnity Clubs or such other Insurance Company as authorised from time to time by the Government of India;
- (f) "Operator" means the owner of the ship or any other organization or any person authorized in this behalf for the operation of the ship;
- (g) "Shipping agent" means any person or commercial enterprise arranging and causing the transportation of cargo or passengers, providing information, preparing for and carrying out the sale or purchase or lease contracts for and on behalf of the ship owners, masters, operators or charterers of the vessels by the agreements they enter into, carrying out all the services and fulfilling the liabilities for such persons and parties duly acting for profit;

(2) words and expressions used but not defined in these rules, and defined in the Act, shall have the same meanings respectively, assigned to them in the Act.

## 4.3

4.3 Any vessel of three hundred tons gross or more, other than Indian ship, entering into or sailing out of ports, terminals, anchorages or seeking port facilities or Indian onshore facilities in Indian territorial water shall be in possession of the insurance coverage against maritime claims and established policies and procedures for their supervision.

4.4 If such vessel, is

- (i) an oil product or chemical tanker more than twenty years old: or
- (ii) a general cargo ship or bulk carrier or offshore support vessel or passenger vessel or any other type of cargo vessel more than twenty five years old; or
- (iii) a liquefied natural gas or liquefied petroleum gas tanker more than thirty years old;

it shall be classed with a classification society which is a member of the International Association of Classification Societies or with a recognised organisation duly authorised by Indian maritime administration.

4.5 The operator of the vessels other than Indian vessels shall have a valid protection and indemnity insurance policy against maritime claims to enter into the Indian coastal waters.

4.6 The insurance referred to in rule 3 and rule 4 above, shall cover maritime claims subject to the Convention on Limitation of Liability for Maritime Claims, 1976. The amount of the insurance for a ship per incident shall not be less than the maximum amount for the limitation of liability as laid down in the Protocol of 1996 amending the Convention on Limitation of Liability for Maritime Claims of 1976.

4.7 The operator of the vessel which intends to enter into the Indian territorial waters or Indian port facilities or Indian offshore facilities for any purpose shall submit either himself or through his shipping agent, fortyeight hours before entering a port or offshore facilities or before entering into the Indian territorial waters, whichever is earlier, the copies of the insurance policy and the Certificate of Class of the vessel to the concerned Port Authority.

4.8 Where the copies of the documents mentioned in the rule 7 are to be filed through the shipping agent, the operator shall submit a signed declaration duly authenticating that:-

- (i) appointment of the shipping agent is valid from the time vessel enters Indian coastal waters and shall remain valid till the vessel leaves Indian coastal waters; and
- (ii) the certificates submitted are true and correct to the best of his knowledge and belief.

4.9 The operator shall ensure that the insurance policy and the Certificate of Class remains valid during the vessels stay in the port areas or offshore terminal under the jurisdiction of India or areas in the coastal waters of India.

4.10 Where the existing protection and indemnity policies providing insurance coverage for vessels against maritime claims have been cancelled, suspended or become null and void for any reason whatsoever, the operator shall forthwith obtain a new protection and indemnity insurance policy for the vessel and submit a copy of such new or renewed insurance policy to the nearest Port Authority.

4.11 The insurance certificate and protection and indemnity insurance policy for maritime claims, in original or a certified copy and Certificate of Class in original, shall be kept on board and available for inspection.

4.12 The Port Authority shall verify the validity of the insurance policy and the Certificate of Class of the vessel and these documents shall be kept on board.

4.13 The Indian Coastguard and Indian Navy may also check and verify the protection and indemnity insurance and the name of Classification Society of the vessel, if considered necessary. If the vessel is not in possession of a valid protection and indemnity insurance and certificate of class, the matter shall be reported to the Directorate General of Shipping immediately, for appropriate action under the Act.

### **Distribution of Indian Paper Charts and Nautical Publications**

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

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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: <a href="mailto:ccmarine@bom5.vsnl.net.in">ccmarine@bom5.vsnl.net.in</a>	M/s Maritime Charts & Publications 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: <a href="mailto:ewl-india@ewliner.com">ewl-india@ewliner.com</a>
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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 : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a>	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : <a href="mailto:info@inspireship.com">info@inspireship.com</a> <a href="mailto:pramod@inspireship.com">pramod@inspireship.com</a>
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Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: <a href="mailto:elemulti.services69@yahoo.com">elemulti.services69@yahoo.com</a>	



**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 inforce as on 31 Jul 13:

**2013 SERIES** – 008 012 035 036 160 197 203 228 265 303 320 324 330 335 343 360 370 372  
374 376 384 390 409 411 418 419 420 422 423 424 425 426 427 428 429 430 431 432

3. NAVAREA VIII Warnings issued during the period from 16 Jul to 31 Jul 13 (both dates inclusive) are as tabulated below: –

<b>401.</b>	<b>Cancel NAVAREA VIII 399/13 and this MSG.</b>
<b>402.</b>	<b>Cancel NAVAREA VIII 386/13 and this MSG.</b> Section VII of INM Edition 148(14/13) refers.
<b>403.</b>	<b>Cancel NAVAREA VIII 334/13 and 395/13. Bay of Bengal – Southern part.</b> Charts 31 32 33 INT 71 INT 706. Following Sri lankan fishing vessel reported adrift due to engine failure: (a) Laksiri-05 (IMUL-A-0267-TLE, length 41 metres, colour blue white yellow and red) in vicinity 10-29N 084-00E ON 08 Jun 13 with five crew. (b) Samuditha-2 (IMUL-A-0918-mtr, length 12.19 metres, colour red white and blue) in vicinity 14-28N 084-14E at 110800 UTC Jul 13 with five crew. (c) Sasanka Putha-02 (IMUL-A-0654-MTR) in vicinity 10-30N 083-00E at 181200 UTC Jul 13 with five crew. 2. Vessels transiting through the area to keep sharp look out and render assistance.
<b>404.</b>	<b>Bay of Bengal – Southern Part.</b> Charts 23 32 33 INT 71 INT 706 INT 707. Sri Lankan fishing vessel Tanga-3 (IMUL-A-0982-mtr, colour cabin-white, hull-grey, length 12.19 metres) reported capsized in vicinity 06-42N 082-53E at 181100 UTC Jul 13. All crew rescued. 2. Caution advised 3. Cancel this MSG 221001 Jul 13.
<b>405.</b>	<b>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 Jul 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 Jul 13.
<b>406.</b>	<b>NAVAREA VIII – Messages in force as on 191003 UTC Jul 13</b> <b>2012 Series</b> – 661 <b>2013 Series</b> - 008 012 035 036 160 197 203 228 265 303 307 310 320 324 330 335 343 354 356 360 370 372 374 376 377 384 390 393 400 402 403 404 405 (a) NAVAREA VIII warnings less than 42 days old (320/13 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 Jul 13.
<b>407.</b>	<b>India West Coast – Off Bhatkal.</b> Charts 22 257 272 293 INT 71 INT 705. One red coloured floating container reported adrift in vicinity 13-56.7N 073-01.0E AT 191350 UTC Jul 13. 2. Caution advised 3. Cancel this MSG 240630 UTC Jul 13.
<b>408.</b>	<b>India West Coast – off New Mangalore.</b> Charts 22 217 258 272 INT 71 INT 705. 6.1 metres long partially submerged cylindrical gas container marked as Eurotrainer reported adrift in vicinity 12-38.7N 074-23.4E at 220220 UTC Jul 13. 2. Caution advised. 3. Cancel this MSG 250600 UTC Jul 13.
<b>409.</b>	<b>India West Coast – Cape Comorin.</b> Charts 22 32 223 263 INT 71 INT 707. Man overboard reported in vicinity 07-45N 077-48E at 220400 UTC Jul 13. 2. Vessels transiting through the area to keep sharp look out and render assistance.

<p><b>410. Indian Ocean – Northern Part.</b> Charts INT 70 INT 71 INT 707. 25.91 metres long partially submerged unmanned fiber made vessel reported adrift towards north east of Addoo Atoll in vicinity 00-31.61S 072-52.45E at 210714 UTC Jun 13.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 260530 UTC Jul 13.</p>																																				
<p><b>411. Cancel NAVAREA VIII 310/13. India West Coast – Gulf of Khambhat.</b> Charts 21 207 254 292 INT 705 INT 706. Following reported on Narmada channel marking Buoy:</p> <p>(A) Narmada channel marking buoy No 4 and Sultanpur buoy Unlit</p> <p>(B) Buoy No 2 lit and off station at 20-36.62N 071-58.51E</p> <p>(C) Buoy No 6 unlit and off station at 20-52.8N 072-06.4E</p> <p>(D) Buoy No 9 lit and off station at 21-03.61N 072-10.14E</p> <p>(E) Buoy No 7 lit and off station at 20-57.79N 072-07.89E</p> <p>2. Caution advised.</p>																																				
<p><b>412. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 231001 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>16-07.06N</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> <tr> <td>DSR GSF EXPLORER</td> <td>16-25.32N</td> <td>082-23.85E</td> </tr> </table> <p>wide berth requested.</p> <p>2. Cancel NAVAREA VIII 393/13.</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	DSR GSF EXPLORER	16-25.32N	082-23.85E
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<p><b>413. Cancel NAVAREA VIII 403/13. Bay of Bengal – Southern part.</b> Charts 31 32 33 INT 71 INT 706. following Sri Lankan fishing vessel reported adrift due to engine failure:</p> <p>(A) Laksiri-05 (IMUL-A-0267-TLE, length 41 metres, colour blue white yellow and red) in vicinity 10-29N 084-00E ON 08 Jun 13 with five crew.</p> <p>(B) Samuditha-2 (IMUL-A-0918-mtr, length 12.19 metres, colour red white and blue) in vicinity 14-28N 084-14E at 110800 UTC Jul 13 with five crew.</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																																				
<p><b>414. Indian West Coast – off Azhikkal.</b> Charts 22 268 272 INT 71 INT 705. Two white coloured marine cargo containers reported adrift in vicinity 11-28N 074-40E and 11-50N 074-25E</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 280500 UTC Jul 13.</p>																																				
<p><b>415. Indian Ocean – Northern Part.</b> Charts INT 71 INT 73 INT 707. Derelict Sri Lankan fishing vessel Savin Putha (IMUL-A-0673) reported adrift due to technical failure in vicinity 04-16.2N 084-20.5E. crew rescued.</p> <p>2. Caution advised</p> <p>3. Cancel this MSG 280501 UTC Jul 13.</p>																																				
<p><b>416. India West Coast - Gulf of Khambhat.</b> Charts 21 208 254 2044 INT 705. Significantly less water than charted reported at 21-30.03N 072-20.45E</p>																																				
<p><b>417. Cancel NAVAREA VIII 413/13. Bay of Bengal – Southern Part.</b> Charts 32 33 INT 71 INT 706. Sri Lankan fishing vessel Laksiri-05 (IMUL-A-0267-TLE, length 41 metres, colour blue white yellow and red) reported adrift due to engine failure in vicinity 10-29N 084-00E on 08 Jun 13 with five crew.</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																																				
<p><b>418. Bay of Bengal – Northern Part.</b> Charts 31 361 INT 71 INT 73 INT 706. BGP Challenger will carry out 2D marine seismic survey from 28 Jul to 15 Sep 13 in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>19-35N</td> <td>90-25E</td> <td>(b)</td> <td>19-35N</td> <td>91-10E</td> </tr> <tr> <td>(c)</td> <td>20-25N</td> <td>91-10E</td> <td>(d)</td> <td>20-25N</td> <td>90-25E</td> </tr> </table> <p>2. Wide berth requested.</p> <p>3. Cancel this MSG 161001 UTC Sep 13.</p>	(a)	19-35N	90-25E	(b)	19-35N	91-10E	(c)	20-25N	91-10E	(d)	20-25N	90-25E																								
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(c)	20-25N	91-10E	(d)	20-25N	90-25E																															

<p><b>419. Andaman Sea – off Port Blair.</b> Charts 41 404 405 473 4006 4016 INT 706. Firing practice by Naval Coast Battery from 0830 UTC to 1130 UTC on 31 Jul 13 in area bounded by:</p> <table> <tr> <td>(a)</td> <td>11-39.7N</td> <td>092-46.3E</td> <td>(b)</td> <td>11-40.6N</td> <td>092-47.0E</td> </tr> <tr> <td>(c)</td> <td>11-38.7N</td> <td>092-53.1E</td> <td>(d)</td> <td>11-32.9N</td> <td>092-48.3E</td> </tr> </table> <p>2. Safe flying height 5000 metres. 3. Cancel this MSG 311230 UTC Jul 13.</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																				
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<p><b>420. India East Coast – Bay of Bengal.</b> Charts 32 33 356 INT 71 INT 706. Firing practice between 0230 UTC to 1130 UTC from 01 Aug to 07 Aug 13 and 15 Aug to 21 Aug 13.</p> <p>2. Danger zone 15 NM radius around 13-50N 081-40E 3. Safe flying height 3500 metres. 4. Cancel this MSG 211230 UTC Aug 13.</p>																																
<p><b>421. Indian West Coast – Off Ponnani.</b> Charts 22 259 268 273 INT 71 INT 72. One yellow coloured containers reported adrift in vicinity 10-51.3N 074-51.1E</p> <p>2. Caution advised. 3. Cancel this MSG 291001 UTC Jul 13.</p>																																
<p><b>422. India West Coast – Chaul Kadu.</b> Charts 21 22 211 255 292 INT 705. Chaul Kadu reefs lighthouse unlit since 23 Jul 13.</p>																																
<p><b>423. India East Coast – Bay Of Bengal.</b> Charts 31 351 352 INT 71 INT 706. Dynamic trial of artillery rocket scheduled from PXE Between 0430 UTC to 0930 UTC from 06 AUG to 07 AUG 13. Danger zone bounded by</p> <table> <tr> <td>(a)</td> <td>21-25.48N</td> <td>087-00.16E</td> <td>(b)</td> <td>21-04.05N</td> <td>087-33.45E</td> </tr> <tr> <td>(c)</td> <td>20-54.20N</td> <td>087-23.51E</td> <td>(d)</td> <td>20-48.70N</td> <td>087-10.45E</td> </tr> </table> <p>2. Caution advised 3. Cancel this MSG 071030 UTC Aug 13.</p>	(a)	21-25.48N	087-00.16E	(b)	21-04.05N	087-33.45E	(c)	20-54.20N	087-23.51E	(d)	20-48.70N	087-10.45E																				
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<p><b>424. India West Coast – Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by Naval Coast Battery:</p> <table> <thead> <tr> <th>Date</th> <th>Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>02 Aug 13</td> <td>0900 to 1200</td> </tr> <tr> <td>06 Aug 13</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>09 Aug 13</td> <td>0900 to 1200</td> </tr> <tr> <td>13 Aug 13</td> <td>0900 to 1200</td> </tr> <tr> <td>16 Aug 13</td> <td>0900 to 1200</td> </tr> <tr> <td>20 Aug 13</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>23 Aug 13</td> <td>0900 to 1200</td> </tr> <tr> <td>27 Aug 13</td> <td>0900 to 1200</td> </tr> <tr> <td>30 Aug 13</td> <td>0900 to 1200</td> </tr> </tbody> </table> <p>2. Danger area bounded by:</p> <table> <tr> <td>(a)</td> <td>09-57.5N</td> <td>075-59.5E</td> <td>(b)</td> <td>09-57.7N</td> <td>076-14.2E</td> </tr> <tr> <td>(c)</td> <td>09-44.0N</td> <td>076-17.5E</td> <td>(d)</td> <td>09-42.5N</td> <td>076-09.5E</td> </tr> </table> <p>3. Safe flying height 10000 metres. 4. Cancel this MSG 301300 UTC Aug 13.</p>	Date	Time (UTC)	02 Aug 13	0900 to 1200	06 Aug 13	0900 to 1200 and 1230 to 1430	09 Aug 13	0900 to 1200	13 Aug 13	0900 to 1200	16 Aug 13	0900 to 1200	20 Aug 13	0900 to 1200 and 1230 to 1430	23 Aug 13	0900 to 1200	27 Aug 13	0900 to 1200	30 Aug 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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27 Aug 13	0900 to 1200																															
30 Aug 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																											
<p><b>425. Cancel NAVAREA VIII 661/12 and 416/13. India West Coast – Gulf of Khambat.</b> Charts 21 208 254 2044 INT 705. Significantly less water than charted reported in following positions:</p> <table> <tr> <td>(a)</td> <td>21-24.90N</td> <td>072-20.40E</td> <td>(b)</td> <td>21-40.90N</td> <td>072-22.50E</td> </tr> <tr> <td>(c)</td> <td>21-08.00N</td> <td>072-20.50E</td> <td>(d)</td> <td>21-12.00N</td> <td>072-21.00E</td> </tr> <tr> <td>(e)</td> <td>21-10.00N</td> <td>072-20.00E</td> <td>(f)</td> <td>21-04.00N</td> <td>072-19.00E</td> </tr> <tr> <td>(g)</td> <td>21-30.03N</td> <td>072-20.45E</td> <td></td> <td></td> <td></td> </tr> </table>	(a)	21-24.90N	072-20.40E	(b)	21-40.90N	072-22.50E	(c)	21-08.00N	072-20.50E	(d)	21-12.00N	072-21.00E	(e)	21-10.00N	072-20.00E	(f)	21-04.00N	072-19.00E	(g)	21-30.03N	072-20.45E											
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(g)	21-30.03N	072-20.45E																														
<p><b>426. Cancel NAVAREA VIII 307/13 and 400/13. India West Coast – Gulf of Kachchh.</b> Charts 21 203 2068 INT 705. Following reported on deep water channel buoy:</p> <p>(a) Superstructure and light of Paga buoy (22-35.42N 069-14.45E) reported missing. (b) Mithapur buoy (22-24.71N 068-51.84E) reported sunk. (c) Dhani buoy (22-36.76N 069-27.51E) unlit. (d) Chandri buoy reported missing.</p> <p>2. Caution advised.</p>																																

<p><b>427. NAVAREA VIII – Messages in force as on 261007 UTC Jul 13:</b>  <b>2013 Series</b> – 008 012 035 036 160 197 203 228 265 303 320 324 330 335 343 360 370  372 374 376 377 384 390 409 411 412 414 415 417 418 419 420 421 422 423 424 425  426  (a) NAVAREA VIII warnings less than 42 days old (330/13 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 021001 UTC Aug 13.</p>																																							
<p><b>428. Cancel NAVAREA VIII 417/13. Andaman Sea – Off Rutland.</b> Charts 33 41 405 473 INT 706. Sri Lankan fishing vessel Laksiri-05 (IMUL-A-0267-TLE, length 41 metres, colour blue white yellow and red) grounded in position 11-21.43N 092-35.90E. all crew rescued.  2. Caution advised.</p>																																							
<p><b>429. India West Coast – off Mumbai.</b> Charts 21 22 211 255 292 INT 705. Orange coloured unlit moored buoy reported in vicinity 18-58.87N 072-29.40E  2. Caution advised.  3. Cancel this MSG 020900 UTC Aug 13.</p>																																							
<p><b>430. Bay of Bengal – Northern Part.</b> Charts 31 301 351 INT 706. Fishing boat Dipanwita (Regd No-WBDMA/07/0424, length-13.80 metres, breadth-4.08 metres, colour-red and black) reported sunk in vicinity 21-08N 088-06E  2. Caution advised.</p>																																							
<p><b>431. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706.Rig list. Correct at 311001 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>16-07.06N</td> <td>081-41.85E</td> </tr> <tr> <td>DSR PLATINUM EXPLORER</td> <td>16-18.35N</td> <td>082-18.59E</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> <tr> <td>DSR GSF EXPLORER</td> <td>16-25.32N</td> <td>082-23.85E</td> </tr> <tr> <td>WIDE BERTH REQUESTED</td> <td></td> <td></td> </tr> </table> <p>2. Cancel NAVAREA VIII 412/13.</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	16-18.35N	082-18.59E	SAGAR RATNA	16-13.96N	081-45.89E	D S SAGAR VIJAY	16-19.08N	082-16.00E	DSR GSF EXPLORER	16-25.32N	082-23.85E	WIDE BERTH REQUESTED		
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<p><b>432. India West Coast – Off Beyppore.</b> Charts 22 219 259 INT 705.White coloured containers reported adrift in vicinity 11-06.6N 074-58.2E  2. Caution advised  3. Cancel this MSG 031002 UTC Aug 13.</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)

West Coast of India Pilot (INP-1)  
Chapter -2 (Page 108)  
(Source: INS Sutlej, ROS E (D)-13)

*Article 2.494, para 1*

*Delete Line 1 and replace by,*

1 Minicoy North Light House (Rectangular Masonary tower painted in white and blue bands, 22m in height) (08° 17'.75E73°03'.94E)

*Article 2.494, para 2*

*Line 1 delete“Minicoy Island Light” and replace by “Minicoy North Light House”.*

*Article 2.497,*

*Insert new Para 2,*

2 Jumma Mosque (08° 17'.37E73°03'.69E) 55 m in height stands 1.05 cables SE of Kudehi jetty.

*Article 2.499, para 4*

*Delete and replace by,*

4 Near the NE end of the atoll, SalehMagu Channel enters the lagoon N of Kodi Pt.(2.500); it is the principal opening into the lagoon with depths of about 2 to 4 m. It is narrow and is marked with beacons and buoys at uneven spacing. A total of 09 buoys and 04 beacons have been placed to mark the extent of the channel upto the passenger jetty. The entrance of the channel is marked by the Port and Stbd Lattice beacons as Port Trestle Post (Fl.R.5s) and Stbd Trestle Post (Fl.G.5s).

5 FaharaMagu Channel, which is very narrow and even more tortuous than the previous channels, enters the lagoon from the NE extremity of the atoll and joins SalehMagu Channel N of Kodi Point. There are two wrecks within the entrance to these channels; lying, 2¾ cables NNW and 3 cables NNE of Kodi Point respectively, and each has a depth of 0.9 m over it.

6 **Caution.** Breakers exists 3.7 cables NNE of Kodi Pt., from here the breakers curves 1.3 cables N.

7 **Isolated Islet.**Kodi Pt. has separated from the main island i.e. Minicoy Island due to erosion as a result of action of waves and formed a new Isolated Islet.

*Article 2.504,*

*Delete line 5-8 and replace by,*

**Approach and Entry.**The SalehMagu Channel can be approached from a point 3.3C from Kodi Point in Position 08°19'.81N 73°04'.59E. Keeping clear of the dangers at the mouth of channel (2.499). The channel is marked with buoys and beacons at uneven spacing. The entrance to the channel is marked by two Lattice Beacons on both Port and starboard side leading to the narrow channel. Navigation inside the channel should be undertaken at slow speeds (3-4 Kns). The channel is suitable preferably at high tide only, for shallow draught vessels of about 02 mtrs or less, keeping in mind the under keel clearance and presence of numerous submerged rocks present all throughout the channel. Max depth observed to be about 09m and Min depth was 1.5m. The Channel leads to Passenger/Kacheri jetty on the western

side of the island inside the lagoon. Passanger jetty (also known as Kacheri jetty) has three berths for berthing vessels alongside. Preference for berthing is given to the ships both passengers and cargo vessels owned by L & M Administration to meet day to day requirements of the Island. Berths are generally not allotted if there is likely movement of administration ships.

*Insert new article after Article 2.505,*

#### **2.505a**

**1 Pilotage.** There is no system of licensed pilotage. However, local guide boat/tug is available with the port control which leads the vessels through the channel (SalehMaghu). The pilot could be made available on the request from Port Assistant with prior arrangement. The embarkation position is outer sea.

**2 Tugs.**One wooden tug (Twine Screw) of 94 hp available on request to port authority. The tug is available only day time.

**3 Cranes.** Port has a mobile crane of 1.5MT capacity.

#### **2.505b**

**Supplies.**Fresh water and provisions.

**Facilities.**Telephone, limited medical facility for minor cases.

**Port control.**Port control is available on VHF Ch 16.

Chapter -7 (Page 219)

(Source: Finolex, Ranapur Port)

*Article 7.90, Para 12*

*Delete sub para (a) and replace by,*

(a) Pawas Point Light, at position 16° 53'.58N, 73° 16'.68E (Fl(2)W 15s), about ¼ mile WNW of Finolex jetty, Ranpar.

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

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6904.1	-- Souadzou. Ldg Lts 105°. Rear. 220m from front	11 41.93 S 43 14.56 E	Q R	21	7	White minaret	Partially obscured by buildings. Unlit front beacon. TE 2012
	*						
F0361-6	Mundra Port. SPM	22 40.68N 69 39.27E	Mo(U) W	..	5		
	--	..	Racon Horn	..	..	..	ILRS Vol 2 Station 78805
	--	..	*				
F0583	Paw s Point	16 53.58N 73 16.68E	Fl(2) W 15s	11	4	Metallic Structure Red & White Bands	
			*	*			
F0758.5	Remove from list; deleted						
F0759	Remove from list; deleted						
F0759.5	Remove from list; deleted						
F0760	Remove from list; deleted						
F1470	Pulau Langkawi. Tg Chinchin	06 26.29N 99 38.76E	Fl(3)W 15s	11	10	..	TE 2013
		*					*

**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)*

**PAGE 26, UNITED ARAB EMIRATES (Persian Gulf Coast) (Contd . . .) Section,**

*77700, Khalifa Port Fairway Lt Buoy KP-FWRacon,*

*Delete Racon no and replace by:77000*

*(Source: INHO)*

*(15/13)*

**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)*

**PAGE 184, SRI LANKA, COLOMBO, Pilots and Port,  
PROCEDURE, Section (6).**

*Delete and replace by:*

**(6) Pilot boards** in the following positions:

(a) Boarding Ground A: 6°59'.00N 79°48'.50E (Vessel less than 300 LOA).

(b) Boarding Ground B: 7°00'.50N 79°47'.50E (Vessel over 300 LOA).

*(Source: BA 14/13)*

*(15/13)*

## **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.

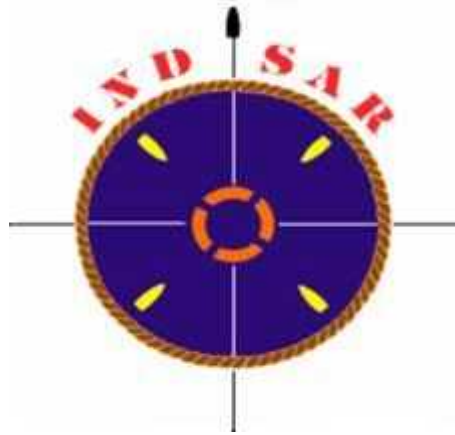


<b>HYDROGRAPHIC NOTE</b>		<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes 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**