



INDIAN NOTICES TO MARINERS



EDITION NO. 16 DATED 16 AUG 2013

(CONTAINS NOTICES 160 TO 163)

REACH US 24 x 7



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CONTENTS

Section No.	Title
I	List of Charts Affected
II	Permanent Notices
III	Temporary and Preliminary Notices
IV	Marine Information
V	NAVAREA VIII Warnings inforce
VI	Corrections to Sailing Directions
VII	Corrections to List of Lights
VIII	Corrections to List of Radio Signals
IX	Reporting of Navigational Dangers

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

FEEDBACK: msis-incho-navy@nic.in



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 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

Availability of ENC'S.

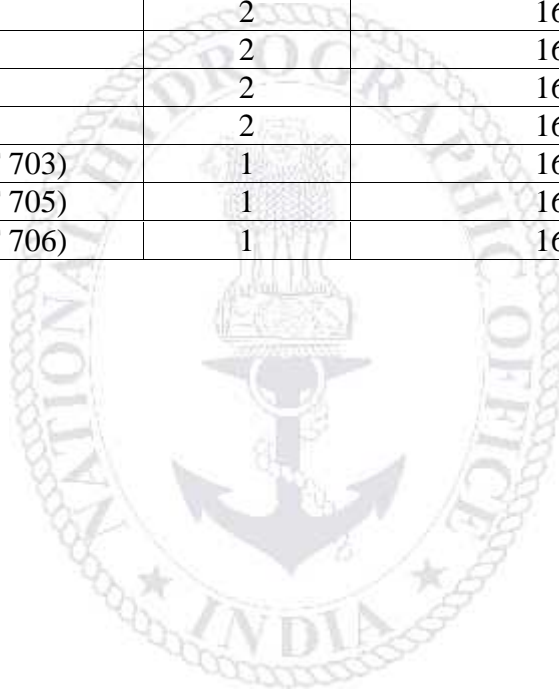
The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the world wide network of their agents and distributors. Updates are also made available as per the existing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

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk	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
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	

SECTION – I

The list of charts affected by the Notices 160 to 163 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
22 (INT 752)	3	162
31	5	163
203 (INT 7319)	2	160
208	2	161
209	2	161
254 (INT 7331)	2	161
272	4	162
301	5	163
351 (INT 7419)	5	163
2039	2	161
2044	2	161
2051	2	160
2060	2	160
2068	2	160
2102	2	161
7703 (INT 703)	1	162
7705 (INT 705)	1	162
7706 (INT 706)	1	162



SECTION – II
PERMANENT NOTICES

***160/(16/13) INDIA – WEST COAST –Salaya Harbour – SPM.**

Source: Vadinar Port.

Chart 203 (INT 7319) [previous update 145/13]

		<i>F115s</i>	
Amend	SBM light to:	<i>Horn Mo(U)</i>	22° 30'·18N., 69° 39'·59E.
		<i>SBM III</i>	

Chart 2068 [previous update 153/13]

		<i>F115s</i>	
Amend	SBM light to:	<i>Horn Mo(U)</i>	22° 30'·18N., 69° 39'·59E.
		<i>SBM III</i>	

Chart 2060 [previous update 216/12]

		<i>F115s</i>	
Amend	SBM light to:	<i>Horn Mo(U)</i>	22° 30'·22N., 69° 39'·58E.
		<i>Essar SBM III</i>	

Chart 2060 (Plan) [previous update 216/12]

		<i>F115s</i>	
Amend	SBM light to:	<i>Horn Mo(U)</i>	22° 30'·22N., 69° 39'·58E.
		<i>Essar SBM III</i>	

Chart 2051 [previous update 188/11]

		<i>F115s</i>	
Amend	SBM light to:	<i>Horn Mo(U)</i>	22° 30'·22N., 69° 39'·58E.
		<i>ESSAR SBM III</i>	

***161/(16/13) INDIA – WEST COAST – Gulf of Khambhat - Depths.**

Source: VTS Khambhat.

Chart 254 (INT 7331) [previous update 135/13]

Insert	depth,	14	Rep	21° 24'·86N., 72° 20'·44E.
	depth,	(12) ₁	Rep	21° 40'·86N., 72° 22'·53E.
	depth,	(2)	Rep	21° 07'·96N., 72° 20'·54E.
	depth,	(0) ₅	Rep	21° 11'·96N., 72° 21'·04E.
	depth,	(3)	Rep	21° 09'·96N., 72° 20'·04E.
	depth,	(1) ₅	Rep	21° 03'·96N., 72° 19'·04E.
	depth,	(4)	Rep	21° 29'·99N., 72° 20'·49E.

Chart 208 [previous update 121/13]

Insert	depth,	(14)	Rep	21° 24'·86N., 72° 20'·44E.
	depth,	(12) ₁	Rep	21° 40'·86N., 72° 22'·53E.
	depth,	(2)	Rep	21° 07'·96N., 72° 20'·54E.
	depth,	(0) ₅	Rep	21° 11'·96N., 72° 21'·04E.
	depth,	(3)	Rep	21° 09'·96N., 72° 20'·04E.
	depth,	(1) ₅	Rep	21° 03'·96N., 72° 19'·04E.
	depth,	(4)	Rep	21° 29'·99N., 72° 20'·49E.

Chart 209 [previous update 253/12]

Insert	depth,	(2)	Rep	21° 07'·96N., 72° 20'·54E.
	depth,	(0) ₅	Rep	21° 11'·96N., 72° 21'·04E.
	depth,	(3)	Rep	21° 09'·96N., 72° 20'·04E.
	depth,	(1) ₅	Rep	21° 03'·96N., 72° 19'·04E.

161/(16/13) INDIA – WEST COAST – Gulf of Khambhat - Depths. Continued.*Chart 2044** [previous update 253/12]

Insert	depth,	(14)	Rep 2012	21° 24'·86N., 72° 20'·44E.
	depth,	(2)	Rep 2012	21° 07'·96N., 72° 20'·54E.
	depth,	(0 ₅)	Rep 2012	21° 11'·96N., 72° 21'·04E.
	depth,	(3)	Rep 2012	21° 09'·96N., 72° 20'·04E.
	depth,	(1 ₅)	Rep 2012	21° 03'·96N., 72° 19'·04E.
	depth,	(4)	Rep 2013	21° 29'·99N., 72° 20'·49E.

Chart 2039 [previous update 121/13]

Insert	depth,	(12 ₁)	Rep 2012	21° 40'·86N., 72° 22'·53E.
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Chart 2102 [previous update 156/12]

Insert	depth,	(12 ₁)	Rep 2012	21° 40'·86N., 72° 22'·53E.
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***162/(16/13) INDIA – WEST COAST – Mumbai to Cape Comorin – Depths.**

Source: IH 102, INS Investigator.

Chart 22 (INT 752) [previous update 156/13]

Insert	depth,	(367)		12° 04'·76N., 72° 13'·35E.
Delete	depth,	(894)		12° 07'·00N., 72° 11'·00E.

Chart 272 [previous update 156/13]

Insert	depth,	(367)		12° 04'·76N., 72° 13'·35E.
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Chart 7703 (INT 703) [previous update 033/13]

Insert	depth,	(367)		12° 04'·76N., 72° 13'·35E.
Delete	depth,	(894)		12° 05'·00N., 72° 12'·00E.

Chart 7706 (INT 706) [previous update 033/13]

Insert	depth,	(367)		12° 04'·76N., 72° 13'·35E.
Delete	depth,	(894)		12° 05'·00N., 72° 12'·00E.

Chart 7705 (INT 705) [previous update 146/13]

Insert	depth,	(367)		12° 04'·76N., 72° 13'·35E.
Delete	depth,	(894)		12° 05'·00N., 72° 12'·00E.

***163/(16/13) INDIA – EAST COAST – Approaches to Hugli River – Wreck.**

Source: IH 102, ICGS Rajkiran.

Chart 31 [previous update 103/13]

Insert	 PA		21° 08'·00N., 88° 06'·00E.
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Chart 301 [previous update 224/11]

Insert	 PA		21° 08'·00N., 88° 06'·00E.
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Chart 351 (INT 7419) [previous update 218/12]

Insert	 PA		21° 08'·00N., 88° 06'·00E.
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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)

4. SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME

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

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

4.2

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

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

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



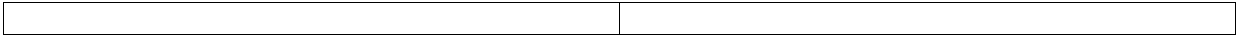
Distribution of Indian Paper Charts and Nautical Publications

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

<p>JEPPESEN MARINE Jeppesen 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.

<p>M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com</p>	<p>M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com</p>
<p>M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: sales@bogerdmartin.com, sarmarin@vsnl.com</p>	<p>M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: ewsbom@bom3.vsnl.net.in</p>
<p>M/s C & C Marine Combine 25 Bank Street, 1st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in</p>	<p>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</p>
<p>M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravel@hotmail.com</p>	<p>M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: raj_chakravorty@yahoo.com info@c-map.co.in Website: www.c-map.co.in</p>
<p>M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in charts@mtnl.net.in</p>	<p>M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com pramod@inspireship.com</p>
<p>M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: sankar_roy342@yahoo.in</p>	<p>M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: ashiskantha@gmiindia.in Web: www.gmiindia.in</p>
<p>Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: elemulti.services69@yahoo.com</p>	



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 13 Aug 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 01 Aug to 15 Aug 13 (both dates inclusive) are as tabulated below: –

<p>433. 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 07 Aug 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 070830 UTC Aug 13.</p>
<p>434. India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 UTC to 1800 UTC from 07 Aug to 31 Aug 13 in area bounded by:</p> <p>(a) 19-14.60N 084-53.70E (b) 19-37.05N 085-27.87E</p> <p>(c) 18-46.05N 085-22.87E</p> <p>and arc of 41 NM radius joining point (b) and (c).</p> <p>2. Safe flying height 7000 metres.</p> <p>3. Cancel this MSG 311900 UTC Aug 13.</p>
<p>435. Cancel NAVAREA VIII 434/13 and this MSG.</p>
<p>436. India West Coast – Malacca Bank. Charts 21 207 254 292 INT 705. 12.19 meters long partially submerged black coloured container reported adrift in vicinity 20-37.8N 071-51.5E at 011256 UTC Aug 13.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 051002 UTC Aug 13.</p>
<p>437. Cancel NAVAREA VIII 384/13 and this MSG. INM 157 (15/13) refers.</p>
<p>438. NAVAREA VIII – Messages in force as on 021004 UTC Aug 13: 2013 Series – 008 012 035 036 160 197 203 228 265 303 320 324 330 335 343 360 370 372 374 376 390 409 411 418 420 422 423 424 425 426 428 430 431 432 433 435 436 437</p> <p>(a) NAVAREA VIII warnings less than 42 days old (360/13 onward) are promulgated via SafetyNET.</p> <p>(b) Text of NAVAREA VIII warnings in force 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 081001 UTC Aug 13.</p>
<p>439. India West Coast – Malacca Bank. Charts 21 207 254 292 INT 705. Partially submerged brown/black coloured one cylindrical drum reported easterly adrift in vicinity 20-34N 072-13E at 030725 UTC Aug 13.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 070400 UTC Aug 13.</p>
<p>440. India West Coast – Malacca Bank. Charts 21 207 254 292 INT 705. 12.19 meters long grey coloured container reported adrift in vicinity 20-34.67N 072-28.96E at 040345 UTC Aug 13.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 081001 UTC Aug 13.</p>
<p>441. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 71 INT 705. Bural reef and Chankh Tapu lighthouse unlit.</p>
<p>442. India East Coast – Bay of Bengal. Charts 31 351 352 3017 INT 71 INT 73 INT 706. Experimental flight trial scheduled from ITR Launch Complex between 0330 UTC to 0730 UTC daily from 12 Aug to 13 Aug 13. Danger zone bounded by:</p> <p>(a) 21-22.35N 086-55.77E (b) 21-09.74N 086-50.28E</p> <p>(c) 20-45.37N 087-06.82E (d) 17-52.44N 087-54.95E</p> <p>(e) 18-05.09N 088-32.15E (f) 18-23.60N 089-06.60E</p>

442. Continued.	(g) 20-50.92N 087-19.54E (h) 21-18.50N 087-10.35E
	(j) 21-22.67N 086-56.50E
2.	Caution advised.
3.	Cancel this MSG 130830 UTC Aug 13.
443. India West Coast – Malacca Bank.	Charts 21 207 254 292 INT 705. Partially submerged two grey coloured rusted cylindrical drum reported adrift in following positions:
	Position Time (UTC)
	(a) 20-31.54N 072-23.55E 050620
	(b) 20-40.11N 072-41.30E 050700
2.	Caution advised.
3.	Cancel this MSG 091001 UTC Aug 13.
444. Bay of Bengal – Northern Part.	Charts 31 261 319 INT 71 INT 706. Thirty five empty containers from MV Xpress Karnaphuli reported overboard and adrift in vicinity 20-51.1N 091-46.0E at 251115 UTC Jul 13.
2.	All vessels in vicinity to keep sharp look out and navigate with extreme caution.
3.	Cancel this MSG 091002 UTC Aug 13.
445 Cancel NAVAREA VIII 423/13. India East Coast – Bay of Bengal.	Charts 31 351 352 INT 71 INT 706. Dynamic trial of artillery rocket scheduled from PXE between 0430 UTC to 0930 UTC from 07 Aug to 08 Aug 13. Danger zone bounded by:
	(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
2.	Caution advised.
3.	Cancel this MSG 081030 UTC Aug 13.
446 Indian Ocean – Bay of Bengal.	Charts 32 33 356 INT 71 INT 706. GSLV- D5 rocket launching scheduled from launch pad 13-43.2N 080-13.8E between 1045 UTC to 1345 UTC from 19 Aug to 21 Aug 13.
2.	Danger area as follows:
	(a) Danger zone – 1. Circle of 15 NM around the launcher.
	(b) Danger zone – 2. Area bounded by following points:
	(I) 11-15N 085-10E (II) 11-15N 086-55E
	(III) 12-45N 086-55E (IV) 12-45N 085-10E
	(c) Danger zone – 3. Area bounded by following points:
	(I) 10-20N 088-30E (II) 10-20N 090-30E
	(III) 11-50N 090-30E (IV) 11-50N 088-30E
	(d) Danger zone – 4. Area bounded by following points:
	(I) 08-15N 095-00E (II) 08-15N 096-00E
	(III) 09-45N 096-00E (IV) 09-45N 095-00E
3.	Caution advised.
4.	Cancel this MSG 211445 UTC Aug 13.
447. NAVAREA VIII – Messages in force as on 081002 UTC Aug 13:	2013 Series – 008 012 035 036 160 197 203 228 265 303 320 324 330 335 343 360 370 372 374 376 390 409 411 418 420 422 424 425 426 428 430 431 441 442 443 444 446
	(a) NAVAREA VIII warnings less than 42 days old (360/13 onward) are promulgated via SafetyNET.
	(b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in
	(c) Texts of NAVAREA VIII warnings are also printed in section v of fortnightly editions of Indian Notices to Mariners.
2.	Cancel this MSG 161001 UTC Aug 13.
448 Arabian Sea – off Socotra.	Charts INT 71 INT 704 INT 705. Pleasure craft hornet reported adrift in vicinity 10-28N 059-58E at 081325 UTC Aug 13.
2.	Caution advised.
3.	Cancel this MSG 130530 UTC Aug 13.
449. Indian Ocean – Bay of Bengal.	Chart 33 INT 755. One empty (25 men capacity) life raft of MV MSC Taranto reported adrift in open condition in vicinity 05-33.2N 091-19.5E at 080610 UTC Aug 13.
2.	Caution advised.
3.	cancel this MSG 140630 UTC Aug 13.
450. Cancel NAVAREA VIII 442/13 and this MSG.	
451. Arabian Sea – off Maldives.	Charts 22 23 INT 703 INT 706 INT 707. Research survey vessel Akademik Nikolaj Strakhov (IMO NO 8211174, MMSI NO. 273418070) with forty two crew reported problem with propeller shaft and drifting in SE direction at 1 NM per hr speed since 081300 UTC Aug 13 in vicinity 07-42.6N 072-18.3E at 112330 UTC Aug 13.
2.	Vessels transiting through the area to keep sharp look out and render assistance.
3.	Caution advised.

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)

Indian Notices to Mariners, Special Edition-2012
Special Notice No. 4 (Page-8)

Insert New Notice after Notice 4,

Special Notice No. 4a:MINISTRY OF SHIPPING NOTIFICATION

Source: Directorate General of Shipping (Govt. of India, Ministry of Shipping).

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 :-

1. Short title and commencement.

- (a) These rules shall be called the Merchant Shipping (Regulation of Entry of Ships into Ports, Anchorages and Offshore facilities) Rules, 2012.
- (b) They shall come into force on the date of their publication on the Official Gazette:
- (i) 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.
- (ii) 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.

2. Definitions.-

- (a) In these rules, unless the context otherwise requires:-
- (i) “Act” means the Merchant Shipping Act, 1958 (44 of 1958);
- (ii) “Maritime Claims” means the Claims as defined under article 2 and article 3 of the Convention on Limitation of Liability for Maritime Claims, 1976;
- (iii) “Port Authority” means the Port Conservator or the Port Officer as defined in the Indian Ports Act, 1908;
- (iv) “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;
- (v) “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;
- (vi) “Operator” means the owner of the ship or any other organization or any person authorized in this behalf for the operation of the ship;
- (vii) "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;
- (b) 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.

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.

6.2

4. If such vessel, is

- (a) an oil product or chemical tanker more than twenty years old: or
- (b) 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
- (c) 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.

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.

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.

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.

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:-

- (a) 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
- (b) the certificates submitted are true and correct to the best of his knowledge and belief.

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.

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.

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.

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.

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.

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F0382.02	V d n r Offshore Terminal. SBM 3	22 30.22N 69 39.59E	Fl W 15s				
	-- *	.. *	Horn Mo (U) *	*	*	*	*

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. 15 dated 01 Aug 2013)

NIL

INP 31(5), 2011

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

NIL

INP 31(6), 2012

(Last correction: Edition No. 15 dated 01 Aug 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.

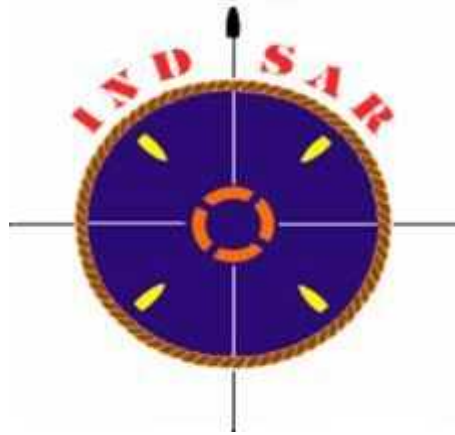


HYDROGRAPHIC NOTE		IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes Observed (Tick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

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