

# INDIAN NOTICES TO MARINERS



EDITION NO. 14 DATED 16 JULY 2012

(CONTAINS NOTICES 170 TO 185)

**REACH US 24 x 7**



in的角度@nic.in  
msis-的角度@nic.in



+91-135-2748373



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



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

**WWW**

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

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

**FEEDBACK: [msis-的角度@nic.in](mailto:msis-的角度@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 overloading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

## IV

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

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

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

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

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

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

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

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

## NEWLY PUBLISHED INDIAN CHARTS, ENC<sub>s</sub> AND PUBLICATION

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
<b>3039</b>	30-06-2012	<b>KATTUPALLI PORT</b> <u>Limits</u> 13° 17'.00N; 80° 19'.50E. 13° 21'.35N; 80° 26'.30E.	12,500	5	Rs. 1870.00

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
<b>2086</b>	30-04-2012	<b>APPROACHES TO PORT LOUIS</b> <u>Limits</u> 20° 13'.16S; 57° 21'.00E. 20° 00'.04S; 57° 53'.00E.	37,500	1	Rs. 1870.00
		<b>PORT LOUIS</b> <u>Limits</u> 20° 10'.75S; 57° 27'.60E. 20° 06'.35S; 57° 30'.70E.	12,500		

3. The Indian Chart permanently withdrawn is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
<b>2086</b>	15-03-2007	<b>APPROACHES TO PORT LOUIS</b>	<b>2086</b>	30-04-2012
		<b>PORT LOUIS</b>		

4. 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>Publication Date</i>
<b>IN52011H.000</b>	<b>2011</b>	<b>APPROACHES TO JAIGARH</b>	<b>21-06-2012</b>
<b>IN63039K.000</b>	<b>3039</b>	<b>KATTUPALLI PORT</b>	<b>25-06-2012</b>

5. The new edition Indian Electronic Navigational Chart that is 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>IN43002V.000</b>	<b>3002</b>	<b>APPROACHES TO VISHAKHAPATNAM</b>	<b>29-06-2012</b>

## VI

6. The Indian Electronic Navigation Charts permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
<b>IN52011J.000</b>	<b>2011</b>	<b>JAIGARH HARBOUR</b>	<b>03-06-2009</b>
<b>IN43002V.000</b>	<b>3002</b>	<b>APPROACHES TO VISHAKHAPATNAM</b>	<b>16-11-2006</b>

7. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>206</b>	<b>VERAVAL TO DIU HEAD</b>	150,000	New Edition
<b>215</b>	<b>BETUL TO BELEKERI</b>	150,000	New Edition
<b>251</b> <b>(INT 7318)</b>	<b>SIR CREEK TO DWARKA</b>	300,000	New Edition
<b>2045</b> <b>(INT 7360)</b>	<b>PORT OF KOCHI</b>	7,500	New Edition
<b>2004</b> <b>(INT 7359)</b>	<b>KOCHI HARBOUR</b>	25,000	New Edition
<b>2029</b> <b>(INT 7358)</b>	<b>APPROACHES TO KOCHI</b>	60,000	New Edition
<b>3028</b> <b>(INT 7404)</b>	<b>PORT OF ENNORE</b>	12,500	New Chart

### 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:

The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248001 Uttarakhand, India Tele: +91-135- 2747365, Fax: +91-135-2748373 Email: inho-navy@nic.in msis-inho-navy@nic.in sales-inho-navy@nic.in Website: www.hydrobharat.nic.in	Director, M/s JEPPESEN Norway AS PO Box 212 N-4379 Egersund Norway Tel: +47-51- 464 700 Fax: +47-51-464 701 Mob : +91-9322 238 542 Email: enc@jeppesen.com, info@c-map.co.in Website: www.jeppesen.com
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	Director General Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: -gerry.larsson-fedde@statkart.no Website: - www.primar.org

**SECTION – I**

The lists of charts affected by the Notices 170 to 185 contained in this edition are as follows:


<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
21	2	173, 182 (T)
22 (INT 752)	3	182 (T)
31	5	176, 183 (T), 184 (T)
32 (INT 754)	5	183 (T), 184 (T)
33	5	183 (T)
200	2	178, 179, 180
201	2	170
202	2	170
203 (INT 7319)	2	170
207	2	172, 173
208	2	172
209	2	172
220	3	175
250	2	179
251 (INT 7318)	2	170
253 (INT 7328)	2	173
254 (INT 7331)	2	172, 173
259 (INT 7356)	3	175
271	2	170
292 (INT 7021)	2	173, 182 (T)
313	5	181
352 (INT 7416)	5	176, 177, 185 (T)
354 (INT 7408)	5	184 (T)
391	5	183 (T), 184 (T)
2029 (INT 7358)	3	175
2036	3	174
2044	2	172
2049	2	178, 179, 180
2060	2	170
2068	2	170
2079	2	170, 171
2080	2	170
2081	2	173
2083 (INT 7339)	2	170
2091	1	178, 179
2093	1	182 (T)
2100	2	173
3010 (INT 7418)	5	177, 185 (T)

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

**\*170/(14/12) INDIA – ARABIAN SEA – Gulf of Kachchh – Radio reporting line.**

Source: DGLL.

**Chart 271** [previous update 132/12]

Insert Radio reporting line, ,  
inbound and outbound, joining:

22° 15'·00N.,68° 57'·00E. (Shore)

(a) 22° 30'·00N.,68° 30'·00E.

22° 58'·00N.,68° 58'·00E. (Shore)

and

(a) above

23° 00'·00N.,68° 16'·00E.


23° 34'·00N.,68° 16'·00E. (Shore)

legend, “Gulf of Kachchh VTS (see Note - Vessel Reporting)”, centered on:  
accompanying note, “VESSEL REPORTING”, centered on:

22° 45'·50N.,68° 24'·00E.

23° 13'·00N.,68° 53'·00E.

**Chart 251 (INT 7318)** [previous update 257/11] WGS 84 DATUM

Insert Radio reporting line, ,  
inbound and outbound, joining:

22° 15'·15N.,68° 57'·00E. (Shore)

(a) 22° 30'·00N.,68° 30'·00E.

22° 58'·17N.,57° 57'·81E. (Shore)

and

(a) above

23° 00'·00N.,68° 16'·00E.

23° 34'·00N.,68° 16'·00E. (Shore)

legend, “Gulf of Kachchh VTS (see Note - Vessel Reporting)”, centered on:


22° 46'·50N.,68° 23'·00E.

23° 16'·00N.,68° 16'·50E.

accompanying note, “VESSEL REPORTING”, centered on:

23° 38'·00N.,68° 37'·50E.

**Chart 201** [previous update 257/11]

Insert Radio reporting line, ,  
inbound and outbound, joining:

23° 11'·00N.,68° 16'·00E. (S Border)

23° 34'·00N.,68° 16'·00E.


legend, “Gulf of Kachchh VTS (see Note - Vessel Reporting)”, centered on:

23° 24'·40N.,68° 16'·20E.

accompanying note, “VESSEL REPORTING”, centered on:

23° 26'·00N.,68° 34'·60E.

**Chart 202** [previous update 132/12]

Insert Radio reporting line, ,  
inbound and outbound, joining:

22° 15'·10N.,68° 57'·00E. (Shore)

(a) 22° 30'·00N.,68° 30'·00E.

22° 58'·15N.,68° 57'·70E. (Shore)

and

(a) above

23° 00'·00N.,68° 16'·00E.

23° 20'·90N.,68° 16'·00E. (N Border)



**\*170/(14/12) INDIA – ARABIAN SEA – Gulf Of Kachchh – Radio Reporting Line. Continued.**

legend, “*Gulf of Kachchh VTS (see Note - Vessel Reporting)*”, centered on:

22° 23′.20N.,68° 42′.80E.


22° 46′.60N.,68° 22′.60E.

22° 47′.00N.,68° 46′.50E.

accompanying note, “VESSEL REPORTING”, centered on:

23° 08′.80N.,68° 46′.20E.

**Chart 203 (INT 7319) [previous update 155/12] WGS 84 DATUM**

Insert Radio reporting line, ,  
inbound and outbound, joining:

22° 45′.10N.,68° 45′.00E. (W Border)

22° 58′.15N.,68° 57′.70E. (Shore)

and

22° 15′.10N.,68° 57′.00E. (Shore)

22° 21′.75N.,68° 45′.00E. (W Border)

and

22° 16′.15N.,69° 16′.00E. (Shore)

22° 49′.30N.,69° 16′.00E. (Shore)

and

22° 21′.10N.,69° 36′.00E. (Shore)

22° 33′.26N.,69° 36′.00E.

22° 46′.66N.,69° 57′.01E.

22° 54′.20N.,69° 59′.95E. (Shore)

legend, “*Gulf of Kachchh VTS (see Note - Vessel Reporting)*”, centered on:

22° 20′.80N.,68° 47′.00E.

22° 53′.90N.,68° 53′.90E.

22° 38′.40N.,69° 15′.20E.


22° 35′.60N.,69° 40′.00E.

22° 48′.60N.,69° 58′.00E.

accompanying note, “VESSEL REPORTING”, centered on:

23° 01′.80N.,69° 35′.40E.

**Chart 2060 [previous update 063/12]**

Insert Radio reporting line, ,  
inbound and outbound, joining:

22° 27′.90N.,69° 36′.00E.

22° 33′.30N.,69° 36′.00E.

22° 38′.41N.,69° 44′.00E. (E Border)

legend, “*Gulf of Kachchh VTS (see Note - Vessel Reporting)*”, centered on:


22° 34′.60N.,69° 38′.40E.

22° 30′.60N.,69° 36′.05E.

accompanying note, “VESSEL REPORTING”, centered on:

22° 34′.10N.,69° 42′.30E.

**Chart 2068 [previous update 061/12] WGS 84 DATUM**

Insert Radio reporting line, ,  
inbound and outbound, joining:

22° 49′.30N.,69° 16′.00E. (Shore)

22° 24′.00N.,69° 16′.00E. (S Border)

and

22° 24′.00N.,69° 36′.00E. (S Border)

22° 33′.26N.,69° 36′.00E.

22° 38′.80N.,69° 44′.70E. (E Border)

**\*170/(14/12) INDIA – ARABIAN SEA – Gulf Of Kachchh – Radio Reporting Line. Continued.**

legend, “*Gulf of Kachchh VTS (see Note - Vessel Reporting)*”, centered on:


22° 34′.75N.,69° 38′.65E.

22° 38′.40N.,69° 16′.10E.

accompanying note, “VESSEL REPORTING”, centered on:

22° 42′.00N.,68° 53′.60E.

**Chart 2079** [previous update 078/12]

Insert Radio reporting line, ,  
inbound and outbound, joining:

22° 34′.60N.,69° 38′.04E. (S Border)

22° 42′.68N.,69° 50′.70E. (E Border)


legend, “*Gulf of Kachchh VTS (see Note - Vessel Reporting)*”, centered on:

22° 37′.75N.,69° 43′.10E.

accompanying note, “VESSEL REPORTING”, centered on:

22° 47′.00N.,69° 38′.00E.

**Chart 2080** [previous update 155/12]

Insert Radio reporting line, ,  
inbound and outbound, joining:

22° 36′.42N.,69° 41′.00E. (W Border)

22° 46′.70N.,69° 57′.00E.

22° 54′.40N.,70° 00′.00E. (Shore)

legend, “*Gulf of Kachchh VTS (see Note - Vessel Reporting)*”, centered on:


22° 51′.00N.,69° 58′.80E.

22° 42′.90N.,69° 51′.40E.

accompanying note, “VESSEL REPORTING”, centered on:

22° 34′.90N.,70° 25′.00E.

**Chart 2083 (INT 7339)** [NE 31 Dec 2011]

Insert Radio reporting line, ,  
inbound and outbound, joining:

22° 38′.40N.,69° 44′.00E. (W Border)

22° 43′.00N.,69° 51′.20E. (N Border)

legend, “*Gulf of Kachchh VTS (see Note - Vessel Reporting)*”, centered on:

22° 41′.30N.,69° 48′.80E.

accompanying note, “VESSEL REPORTING”, centered on:

22° 24′.50N.,69° 48′.00E.

**\*171/(14/12) INDIA – WEST COAST – Approaches to Mundra – Pilot Boarding. Legend.**

Source: Gujarat Maritime Board.


**Chart 2079** [previous update 170/12]

Insert  **BORL SPM** 22° 35′.50N., 69° 45′.70E..

**\*172/(13/12) INDIA – WEST COAST – Approaches to Gulf of Khambhat – Radio reporting line.**

Source: VTS, Gulf of Khambhat.

**Chart 254 (INT 7331)** [previous update 156/12] WGS 84 DATUM

Insert Radio reporting line, ,  
inbound and outbound, joining:

21° 12′.20N.,72° 07′.00E. (Shore)

21° 12′.20N.,72° 38′.00E. (Shore)

and

20° 30′.00N.,72° 53′.20E. (Shore)

20° 30′.00N.,71° 20′.00E.

20° 50′.80N.,71° 20′.00E. (Shore)

and

**\*172/(13/12) INDIA – WEST COAST – Approaches to Gulf of Khambhat – Radio reporting line. Continued.**

21° 12′.20N.,72° 20′.00E.

20° 30′.00N.,72° 20′.00E.

legend, “*Gulf of Khambhat VTS (see Note – Vessel Reporting)*”, centered on:

20° 30′.50N.,71° 55′.00E.

20° 49′.00N.,71° 20′.50E.


20° 30′.50N.,72° 37′.50E.

21° 11′.50N.,72° 25′.75E.

accompanying note, “VESSEL REPORTING”, centered on:

21° 34′.00N.,71° 36′.00E.

**Chart 207 [NE 31May 2012]**

Insert Radio reporting line, ,  
inbound and outbound, joining:

20° 30′.00N.,72° 14′.00E. (E Border)

20° 30′.00N.,71° 20′.00E.

20° 50′.80N.,71° 20′.00E. (Shore)

and

21° 12′.20N.,72° 14′.00E. (E Border)

21° 12′.20N.,72° 06′.60E.

legend, “*Gulf of Khambhat VTS (see Note – Vessel Reporting)*”, centered on:

21° 12′.00N.,72° 10′.60E.

20° 30′.50N.,72° 04′.00E.


20° 30′.50N.,71° 35′.00E.

20° 41′.00N.,71° 20′.20E.

accompanying note, “VESSEL REPORTING”, centered on:

20° 55′.40N.,71° 04′.60E.

**Chart 209 [previous update 124/12] WGS 84 DATUM**

Insert Radio reporting line, ,  
inbound and outbound, joining:

20° 30′.00N.,72° 53′.10E. (Shore)

20° 30′.00N.,71° 12′.00E. (W Border)

and

20° 30′.00N.,72° 20′.01E.

21° 12′.00N.,72° 20′.01E. (N Border)

legend, “*Gulf of Khambhat VTS (see Note – Vessel Reporting)*”, centered on:

20° 30′.20N.,72° 28′.00E.

20° 30′.20N.,72° 45′.00E.


20° 42′.00N.,72° 20′.20E.

21° 04′.00N.,72° 20′.20E.

accompanying note, “VESSEL REPORTING”, centered on:

20° 53′.00N.,72° 53′.60E.

**Chart 208 [previous update 156/12] WGS 84 DATUM**

Insert Radio reporting line, ,  
inbound and outbound, joining:

21° 12′.20N.,72° 38′.40E. (Shore)

21° 12′.20N.,72° 06′.60E. (Shore)

and

21° 12′.20N.,72° 20′.00E.

21° 02′.50N.,72° 20′.00E. (S Border)

legend, “*Gulf of Khambhat VTS (see Note – Vessel Reporting)*”, centered on:

21° 12′.00N.,72° 27′.00E.

21° 12′.00N.,72° 12′.60E.


21° 08′.60N.,72° 20′.20E.

**\*172/(13/12) INDIA – WEST COAST – Approaches to Gulf of Khambhat – Radio reporting line. Continued.**

accompanying note, “VESSEL REPORTING” ,  
centered on:

22° 13′·00N.,72° 13′·00E.

**Chart 2044** [previous update 153/12] WGS 84 DATUM

Insert Radio reporting line,  ,  
inbound and outbound, joining:

21° 12′·20N.,72° 38′·40E. (Shore)

21° 12′·20N.,72° 06′·60E. (Shore)

and

21° 12′·20N.,72° 20′·00E.

21° 02′·00N.,72° 20′·00E. (S Border)

legend, “Gulf of Khambhat VTS (see Note – Vessel  
Reporting)” , centered on:

21° 12′·00N.,72° 12′·60E.

21° 12′·00N.,72° 27′·00E.

21° 04′·00N.,72° 20′·20E.

accompanying note, “VESSEL REPORTING” ,  
centered on:

21° 27′·60N.,71° 56′·60E.

**\*173/(14/12) INDIA – WEST COAST – Approaches to Port Pipavav – Buoy.**

Source: APM Terminals, Pipavav.

**Chart 21** [previous update 163/12]

Amend Racon characteristics to, (M)

20° 54′·24N., 71° 31′·57E.

**Chart 207** [previous update 172/12]

Amend Racon characteristics to, (M)

20° 54′·24N., 71° 31′·57E.

**Chart 253 (INT 7328)** [previous update 203/10]

Amend Racon characteristics to, (M)

20° 54′·24N., 71° 31′·57E.

**Chart 254 (INT 7331)** [previous update 172/12]

Amend Racon characteristics to, (M)

20° 54′·24N., 71° 31′·57E.

**Chart 292 (INT 7021)** [previous update 134/12]

Amend Racon characteristics to, (M)

20° 54′·24N., 71° 31′·57E.

**Chart 2081** [previous update 179/11]

Amend Racon characteristics to, (M)

20° 54′·24N., 71° 31′·57E.

**Chart 2100** [previous update 157/11]


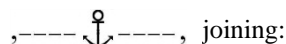
Amend Racon characteristics to, (M)

20° 54′·24N., 71° 31′·57E.

**\*174(14/12) INDIA – WEST COAST – Dighi Harbour & Approaches – Pilot Boarding, Recommended Anchorage Area. Legend.**

Source: Dighi Port Limited.

**Chart 2036** [NE 30 Apr 2011]

Insert  ,  
limit of anchorage area  , joining:

18° 17′·40N.,72° 49′·00E.

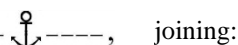
18° 18′·30N.,72° 48′·90E.

18° 18′·30N.,72° 50′·90E.

18° 19′·30N.,72° 50′·90E.

18° 19′·30N.,72° 48′·90E.

and

limit of anchorage area  , joining:

18° 18′·60N.,72° 47′·25E.

18° 18′·60N.,72° 48′·25E.

18° 19′·60N.,72° 48′·25E.

18° 19′·60N.,72° 47′·25E.

legend, “Alpha ” , center on:

18° 18′·80N.,72° 49′·90E.

legend, “Bravo ” , center on:

18° 19′·10N.,72° 47′·75E.

**\*175/(14/12) INDIA – WEST COAST –Approaches to Kochi – Wreck.**

Source: DG Shipping.



**Wreck of MV Sea Angel****Chart 259 (INT 7356) [previous update 128/12]**Insert  PA 10° 08' .11N., 76° 03' .45E.**Chart 220 [previous update 145/12]**Insert  PA 10° 08' .10N., 76° 03' .46E.**Chart 2029 (INT 7358) [previous update 145/12]**Insert  PA 10° 08' .20N., 76° 03' .40E.**\*176/(14/12) INDIA – EAST COAST – Gopalpur to Paradip – Buoy.**

Source: DLL Kolkata.



**Chart 31 [previous update 140/12]**Insert  GpFl.(2)10s30m19M  
Pryagi 19° 28' .00N., 85° 10' .00E.**Chart 352 (INT 7416) [previous update 108/12]**Insert  GpFl.(2)10s30m19M  
Pryagi 19° 28' .00N., 85° 10' .00E.**\*177/(14/12) INDIA – EAST COAST – Paradip Port – Anchoring Prohibited Area, Legends.**

Source: Paradip Port Trust

**Chart 3010 (INT 7418) [previous update 130/12]**

Insert limit of restricted area, , joining: 20° 13' .40N., 86° 36' .00E  
20° 07' .00N., 86° 39' .00E  
20° 14' .10N., 86° 37' .40E  
20° 07' .00N., 86° 46' .16E  
legend, “Oil (See Note)” , centered on: 20° 09' .50N., 86° 39' .00E  
Accompanying note, “OIL PIPELINES” , centered on: 20° 16' .50N., 86° 34' .50E.  
Delete limit of restricted area, , joining: 20° 13' .55N., 86° 35' .60E.(Shore)  
20° 07' .00N., 86° 39' .00E.  
20° 14' .42N., 86° 37' .50E.(Shore)  
20° 07' .00N., 86° 41' .50E

**Chart 352 (INT 7416) [previous update 176/12]**

Insert limit of restricted area, , joining: 20° 13' .40N., 86° 36' .00E  
20° 02' .40N., 86° 41' .30E  
20° 06' .40N., 86° 46' .90E  
20° 14' .10N., 86° 37' .40E  
legend, “Oil (See Note)” centered on: 20° 09' .50N., 86° 39' .25E  
Accompanying note, “OIL PIPELINES” , centered on: 19° 58' .50N., 85° 13' .25E  
legend, “IOCL SPM” , centered on: 20° 04' .70N., 86° 42' .00E.  
Delete limit of restricted area, , joining: 20° 13' .60N., 86° 35' .60E.  
20° 03' .10N., 86° 41' .00E.  
20° 04' .15N., 86° 43' .00E.  
20° 14' .50N., 86° 37' .55E

**178/(14/12) PAKISTAN - Approaches to Karachi - Approaches to Ahsan Channel - Restricted area.**

Source: BA Notice 4661/06.


**Chart 200** [previous update 163/12]

Insert	limit of restricted area		joining	24° 30'·94N., 67° 00'·57E.
				24° 33'·98N., 67° 03'·35E.
				24° 33'·83N., 67° 03'·60E.
				24° 30'·24N., 67° 01'·78E.

**Chart 2049** [previous update 163/12]

Insert	limit of restricted area		joining	24° 30'·95N., 67° 00'·55E.
				24° 33'·99N., 67° 03'·33E.
				24° 33'·84N., 67° 03'·58E.
				24° 30'·25N., 67° 01'·76E.

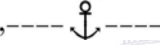
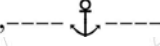
**Chart 2091(plan - Approaches to Phitti Creek)** [previous update 163/12] WGS 1984 DATUM

Insert	limit of restricted area		joining	24° 32'·00N., 67° 01'·48E. (S Border)
				24° 34'·01N., 67° 03'·34E.
				24° 33'·86N., 67° 03'·61E.
				24° 32'·00N., 67° 02'·70E. (S Border)

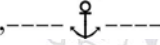
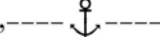
**179/(14/12) PAKISTAN - Approaches to Karachi - Churna Island to Gara Chan Creek - Ahsan Channel South-westwards - Anchorage areas.**

Source: BA Notice 5012/06.


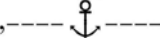
**Chart 250** [previous update 163/12] WGS1984 DATUM

Insert	limit of anchorage area		joining	24° 32'·00N., 66° 59'·50E.
				24° 35'·00N., 66° 59'·50E.
				24° 35'·00N., 67° 01'·50E.
				24° 32'·00N., 67° 01'·50E.
Delete	limit of anchorage area		joining	24° 32'·00N., 67° 00'·00E.
				24° 35'·00N., 67° 00'·00E.
				24° 35'·00N., 67° 02'·00E.
				24° 32'·00N., 67° 02'·00E.

**Chart 200** [previous update 178/12]



Insert	limit of anchorage area		joining	24° 31'·97N., 66° 59'·51E.
				24° 34'·97N., 66° 59'·51E.
				24° 34'·97N., 67° 01'·51E.
				24° 31'·97N., 67° 01'·51E.
Delete	limit of anchorage area		joining	24° 31'·97N., 67° 00'·01E.
				24° 34'·97N., 67° 00'·01E.
				24° 34'·97N., 67° 02'·01E.
				24° 31'·97N., 67° 02'·01E.

**Chart 2049** [previous update 178/12]

Insert	limit of anchorage area		joining	24° 31'·98N., 66° 59'·49E.
				24° 34'·98N., 66° 59'·49E.
				24° 34'·98N., 67° 01'·49E.
				24° 31'·98N., 67° 01'·49E.
Delete	limit of anchorage area		joining	24° 31'·98N., 66° 59'·99E.
				24° 34'·98N., 66° 59'·99E.
				24° 34'·98N., 67° 01'·99E.
				24° 31'·98N., 67° 01'·99E.

**179/(14/12) PAKISTAN – Approaches to Karachi – Churna Island to Gara Chan Creek – Ahsan Channel South-westwards – Anchorage areas. Continued.**

**Chart 2091 (Plan – Approaches to Phitti Creek)** [previous update 178/12] WGS 1984 DATUM

Insert	limit of anchorage area ,-----  -----, joining	24° 32′.00N., 66° 59′.50E. (W Border) 24° 35′.00N., 66° 59′.50E. (W Border) 24° 35′.00N., 67° 01′.50E. 24° 32′.00N., 67° 01′.50E. (S Border)
Delete	limit of anchorage area ,-----  -----, joining	24° 32′.00N., 67° 00′.00E. (S Border) 24° 35′.00N., 67° 00′.00E. 24° 35′.00N., 67° 02′.00E. 24° 32′.00N., 67° 02′.00E. (S Border)

**180/(14/12) PAKISTAN – Approaches to Karachi – Churana Island to Gara Chan Creek – Ahsan Channel - Pilot boarding places.**

Source: BA Notice 2565/04.

**Chart 200** [previous update 179/12]

Insert		24° 32′.07N., 67° 01′.81E.
Delete		24° 33′.25N., 67° 02′.75E.

**Chart 2049** [previous update 179/12]

Insert		24° 32′.08N., 67° 01′.79E.
Delete		24° 33′.25N., 67° 02′.75E.

**\*181/(14/12) Miscellaneous updates to charts**

Source: NHO Dehradun		
Chart	Previous Update	Details
313	098/12	Insert Chart No. 3039 and Magenta limit as follows: North: 13° 21′.35N., East: 80° 26′.30E South: 13° 17′.00N., West: 80° 19′.50E

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

**\*182(T)/(14/12) INDIA – ARABIAN SEA – Argo Floats.**

Source: INCOIS

1. ARGO floats are laid in the following positions:-

<u>Float ID</u>	<u>Position</u>	<u>Charts affected</u>
2901133	20° 45'·65N., 66° 16'·18E.	21 – 292(INT 7021).
2900771	12° 28'·23N., 70° 42'·84E.	22(INT 752).
2901340	20° 16'·18N., 68° 11'·20E.	21 – 292(INT 7021).
2901339	21° 01'·95N., 66° 44'·15E.	2093 – 21 – 292(INT 7021).
2901377	18° 34'·52N., 69° 15'·63E.	21 – 22(INT 752) – 292(INT 7021).
2901410	20° 52'·18N., 67° 10'·44E.	21 – 292(INT 7021).

2. Mariners to keep clear of the area and exercise caution.

*Former INM 255(T)/10 cancelled.*

**\*183(T)/(14/12) INDIA – BAY OF BENGAL – Argo Floats.**

Source: INCOIS

1. ARGO floats are laid in the following positions:-

<u>Float ID</u>	<u>Position</u>	<u>Charts affected</u>
5901373	11° 50'·60N., 89° 56'·47E.	33.
2901293	13° 58'·71N., 84° 22'·26E.	32(INT 754) – 33 – 391.
2901287	13° 72'·24N., 90° 52'·24E.	33.
2901336	16° 46'·98N., 86° 03'·48E.	31.
2901335	18° 40'·98N., 86° 94'·80E.	31.
2901332	09° 57'·18N., 90° 31'·62E.	33.
2901328	13° 28'·69N., 83° 05'·53E.	32(INT 754) – 33 – 391.
2901283	16° 52'·73N., 85° 45'·70E.	31.
5903589	14° 43'·98N., 83° 46'·38E.	31 – 32(INT 754) – 391.
2901083	06° 15'·44N., 90° 25'·61E.	33.
2901629	11° 39'·90N., 83° 22'·62E.	32(INT 754) – 33.

2. Mariners to keep clear off the area and exercise caution.

*Former INM 256(T)/10 cancelled.*

**\*184(T)(14/12) INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges.**

Source: INS Magar.

- Unexploded charges reported dumped by INS Magar in position 17° 05'·73N., 83° 25'·11E on 19 Jun 12.
- Mariners to take note.

**Charts Affected – 31 – 32(INT 754) – 391 – 354(INT 7408).**

**\*185(T)/(14/12) INDIA – EAST COAST – Paradip Port – Dredging.**

Source: Paradip Port Trust

- Dredging is in progress in Paradip harbour for deepening and extension of main navigational channel.
- Mariners to exercise caution and contact local port authorities for more information.
- Former INM 110(T)/11 is cancelled.*

**Charts affected – 352(INT7416) - 3010(INT7418).**



## **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 SOME ECDIS**

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.

(Source - NAVAREA VIII Warning 141/12)

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

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

<p><b>*JEPPESEN MARINE</b>  <b>Jeppesen India Pvt. Ltd.</b>            505, Raheja Arcade,            Sector-11, CBD Belapur,            Navi Mumbai 400 614            Ph: 91 22 65103668            Fax: 91 22 67939504            Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a></p>	<p><b>*JEPPESEN MARINE</b>  <b>Jeppesen Norway AS</b>            P.O. 212,            N-4379, Egersund, Norway            Ph: 0047 51 464700            Fax: 0047 51 464701            Email: <a href="mailto:info@c-map.no">info@c-map.no</a>            Site: <a href="http://www.c-map.no">www.c-map.no</a></p>	<p><b>C-Map US Commercial</b>            133 Falmouth Road,            Building 2, Postal Code: 02649,            Mashpee, MA, America            Ph: +1 (508) 477 8010            Fax: +1 (508) 539 4381            Email: <a href="mailto:info@c-map.com">info@c-map.com</a></p>
<p><b>C-Map (UK) Ltd.</b>            Systems House            Delta Business Park            Salterns Lane, Fareham,            PO16 0QS, United Kingdom,            Ph: +44 (0) 1329 517777            Fax: +44 (0) 1329 517778            Email: <a href="mailto:info@c-map.co.uk">info@c-map.co.uk</a></p>	<p><b>Mari-Sys Pte Ltd.</b>            20 Ayer Rajah Crescent,            08-21, SE 139964,            Republic of Singapore            Ph: +65 6776 1898            Email: <a href="mailto:info@mari-sys.com">info@mari-sys.com</a></p>	<p><b>Bogerd Martin NV,</b>            Oude Leeuwenrui 37            2000 Antwerp, Belgium            Ph: +32 (3) 2134170            Fax: +32 (3) 2326167            Email: <a href="mailto:sales@martin.be">sales@martin.be</a>            Site: <a href="http://www.martin.be">www.martin.be</a></p>
<p><b>Bogerd Martin Tianjin(China Branch)</b>            2-B101 FTZ Hi-Tech            Development Centre 131            Haibin 9 Road 300461            Tianjin China            Ph: +86 22 257 62 721            Fax: +86 22 257 62 722            Email: <a href="mailto:charts-tj@martincn.com">charts-tj@martincn.com</a></p>	<p><b>C-Map Holland</b>            Paleiskade100            PO Box 7            1781 AR Den Helder,            Holland            Ph: +31 223 616 700            E Mail: CorMallie  <a href="mailto:cor@chartworx.nl">cor@chartworx.nl</a></p>	
<p>* Indicates C Map Norway AS has changed name to <b>Jeppesen Marine Norway AS</b>.            Indicates C Map India has changed name to <b>Jeppesen India</b>.</p>		

**List of Indian Chart Agents.**

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: sales@bogerdmartin.com, sarmarin@vsnl.com	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: ewsbom@bom3.vsnl.net.in
M/s C & C Marine Combine 25 Bank Street, 1 <sup>st</sup> Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publicatons 2/524 Sundeep Road, Chinna Neelangerai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: maritimeindia@airtelmail.in
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammappeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: raj_chakravorty@yahoo.com, info@c-map.co.in Website: www.c-map.co.in
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in, charts@ mtnl.net.in	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com, pramod@inspireship.com
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungli Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924293, Cell: +91-9477444392 Email: sankar_roy342@yahoo.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: ashiskantha@gmiindia.in; Web: www.gmiindia.in

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

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2008.

2. NAVAREA VIII Warnings Inforce as on 15 Jul 12.

**2011 SERIES** – 442 596 708

**2012 SERIES** – 037 289 315 329 331 333 334 340 341 342 343 346 347 348 350 351

3. NAVAREA VIII Warnings issued during the period from 01 Jul to 15 Jul 12 (both dates inclusive) are as tabulated below: –

<b>337.</b>	<b>Cancel NAVAREA VIII 328/12. and this MSG.</b>	
<b>338.</b>	<b>India West Coast – Off Kochi.</b> Charts 22 220 259 INT 705. MV Sea Angel reported sunk in position 10-08.2N 076-03.4E. Nil casualty reported.	
2.	Caution advised.	
<b>339.</b>	<b>Cancel NAVAREA VIII 325/12, 317/12 and this MSG.</b> INM 155/12 and 156/12 of INM edition 13/12 refers.	
<b>340.</b>	<b>India West Coast – Arabian Sea.</b> Charts 21 22 292 293 INT 705 INT 706. Rig list. Correct at 041001 UTC JUL 12:	
	ABAN ICE	18-31.91N 071-21.11E
	ABAN III	19-11.98N 072-11.00E
	ABAN IV	19-40.40N 071-19.38E
	ABAN VII	20-21.16N 071-48.46E
	BADRINATH	19-11.16N 070-39.66E
	CE THROTON	19-34.68N 071-20.08E
	DEEP SEA FORTUNE	18-39.66N 072-13.33E
	DEEP SEA FOSSIL	19-33.13N 071-16.35E
	DISCOVERY-1	18-36.16N 071-01.93E
	ENERGY DRILLER	18-46.03N 071-25.41E
	FG MC CLINTOK	19-38.00N 071-21.73E
	GREATDRILL CHETNA	20-44.54N 071-55.55E
	GREATDRILL CHITRA	18-39.50N 072-12.85E
	JT ANGEL	19-36.73N 071-24.00E
	KEDARNATH	20-22.31N 071-28.48E
	NOBLE CHARLIE YESTER	19-18.26N 071-15.93E
	NOBLE ED HOLT	18-41.46N 072-20.88E
	RON TAPMEYER	19-34.15N 071-25.11E
	SAGAR GAURAV	19-16.81N 072-11.73E
	SAGAR KIRAN	20-51.38N 072-06.20E
	SAGAR LAXMI	18-36.15N 071-01.63E
	SAGAR PRAGATI	18-32.26N 072-15.43E
	SAGAR SHAKTI	19-10.40N 071-26.43E
	SAGAR JYOTI	20-31.60N 071-46.73E
	TRIDENT – 2	19-32.35N 071-20.91E
	TRIDENT – 12	18-39.28N 070-58.85E
	VIRTUE 1	18-37.23N 072-14.93E
	wide berth requested.	
2.	CANCEL NAVAREA VIII 307/12	
<b>341.</b>	<b>India East Coast – Bay of Bengal.</b> Charts 31 32 33 41 354 355 357 391 INT 706. Rig list. Correct at 041002 UTC Jul 12:	
	ABAN II	16-39.13N 082-22.37E
	DEEP DRILLER-1	16-40.03N 082-27.54E
	DEEP SEA MATDRILL	16-16.38N 081-43.44E
	DHIRUBHAI DEEPWATER KG-1	12-22.45N 093-29.10E
	GSF-140	16-31.58N 082-28.43E
	MG HULME JR	16-35.50N 082-27.09E

<b>341. Continued.</b>				
NOBLE DUCHESS	16-16.45N		082-11.56E	
PLATINUM EXPLORER	19-32.01N		086-16.50E	
PERRO NEGRO 3	11-30.12N		079-56.06E	
wide berth requested.				
2. Cancel NAVAREA VIII 322/12.				
<b>342. India West Coast – Kochi.</b>	Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by Naval Coast Battery:			
Date	Time (UTC)			
06 Jul 2012	0900 to 1200			
10 Jul 2012	0900 to 1200 and 1230 to 1430			
13 Jul 2012	0900 to 1200			
17 Jul 2012	0900 to 1130			
20 Jul 2012	0900 to 1200 and 1230 to 1430			
24 Jul 2012	0900 to 1200			
27 Jul 2012	0900 to 1200			
31 Jul 2012	0900 to 1200			
2. Danger area bounded by:				
(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	
3. Safe flying height 10000 metres.				
4. Cancel this MSG 311300 UTC Jul 12.				
<b>343. India West Coast – Gulf of Khambhat.</b>	Charts 21 207 254 292 INT 705 INT 706. Narmada channel marking buoy No. 4 and buoy No. 6 unlit.			
<b>344. India East Coast – Bay of Bengal.</b>	Charts 31 351 352 3017 INT 71 INT 73 INT 706. Experimental flight trial scheduled from ITR launch complex between 0130 UTC to 0530 UTC on 13 Jul and 14 Jul 12. Danger zone bounded by:			
(a) 20-46.51N	087-00.58E	(b) 19-24.33N	086-57.83E	
(c) 16-55.75N	088-31.93E	(d) 17-13.31N	089-12.15E	
(e) 17-37.20N	089-48.75E	(f) 20-10.67N	088-23.33E	
(g) 20-49.76N	087-06.57E	(h) 20-46.51N	087-00.58E	
2. Caution advised.				
3. Cancel this MSG 140630 UTC Jul 12.				
<b>345. NAVAREA VIII – messages in force as on 061002 UTC Jul 12:</b>				
<b>2011 Series:</b>	- 442 596 708			
<b>2012 Series:</b>	- 037 289 315 329 330 331 333 334 335 338 340 341 342 343 344			
(a)	NAVAREA VIII warnings less than 42 days old (315/12 onward) are promulgated via SafetyNET.			
(b)	Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website <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 131002 UTC Jul 12.				
<b>346. The National Automatic Identification System (NAIS) network consisting of 73 base stations is placed on trial run since 15 May 12.</b>				
<b>347. Cancel NAVAREA VIII 338/12. India West Coast – off Kochi.</b>	Charts 22 220 259 INT 705. MV Sea Angel reported sunk in position 10-08.2N, 076-03.4E virtually marked by diamond shape on NAIS network.			
2. Caution advised.				
<b>348. India West Coast – Trivandrum.</b>	Charts 22 32 222 260 INT 706. RH 200 rocket launch from Thumba Equatorial Rocket Launching station 08-31.98N, 076-52.05E between 0500 UTC to 0700 UTC on 19 Jul 12.			
2. Danger zones:				
(a)	Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree.			
(b)	Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree.			
3. Cancel this MSG 190800 UTC Jul 12.				
<b>349. Cancel NAVAREA VIII 344/12 and this MSG.</b>				

- 350. NAVAREA VIII – messages in force as on 131001 UTC Jul 12.**  
**2011 Series:** - 442 596 708  
**2012 Series:** - 037 289 315 329 331 333 334 340 341 342 343 346 347 348 349  
(a) NAVAREA VIII warnings less than 42 days old (315/12 onward) are promulgated via SafetyNET.  
(b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website [www.hydrobharat.nic.in](http://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 201001 UTC Jul 12.
- 351. India West Coast – off Mumbai.** Charts 21 22 211 292 293 2016 INT 705. MT Celestia anchored at position 18-50.62N 072-42.75E view fire in engine room and presently fire IS extinguished. Vessel loaded with different type of inflammables and chemicals.  
2. Caution advised and wide berth requested.  
3. Cancel this MSG 181500 UTC Jul 12.



**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 - 6 (Page – 193)**

(Source: Mangalore Refinery and Petrochemicals Limited)

Insert new para after para 6.49

**SPM**

**6.49a**

1 A SPM is installed at position 12° 54'.0N, 74° 39'.0E off New Mangalore by Mangalore Refinery and Petrochemicals Limited. SPM is fitted with a radar reflector, Horn Mo(U)30s and a light, Mo(U)15s10M. Anchoring is prohibited on 500m radius around SPM and 250m either side of pipeline.

**Chapter - 7 (Page – 225)**

(Source: Dighi Port Limited)

Delete para 7.150 to para 7.155 and replace by

**Dighi Harbour (Murud-Janjira)**

Chart 2036, 2103

**General information**

**7.150**

1 **Position.** Dighi Harbour (Murud-Janjira) (18° 17'.50N, 72° 58'.25E) lies at the entrance to Rajpuri Creek.

2 **Function.** Principal activities of the port is handling of all type of cargo. It provides good shelter to vessels of moderate size within the harbour, from all winds except those from W to NW, during which, small craft may shelter in Rajpuri Creek. Fishing is also a major activity of the port.

3 **Topography.** The town of Murud lies on the N shore of Rajpuri Creek, 3.4 miles NNE of Nanwell Point Lighthouse (18° 16'.84 N, 72° 56'.17 E) and is surrounded by a large grove of palm trees. Dighi, a village 2 miles ESE of the same lighthouse, situated on the S shore of Rajpuri Creek, has a bight SE of it which is fringed with mangroves; a drying mud-flat fills the bight.

4 **Approach and entry.** Approach to the harbour is from W and is entered between Nanwell Point (7.146) and Vihur Point, 4.2 miles NNW.

5 **Traffic.** Normally harbour is used by local vessels throughout the year. Seventeen ships are handled per year.



Photo Courtesy: INS Nirdeshak

**Dighi Port Jetty from South**

**Tidal information**

**7.151**

1 **Tidal levels.** Maximum range about 4.1 m; minimum range about 0.8 m. See information in *Tide Tables*

2 **Tidal streams** 1 to 1.5 knot during flood and 0.5 to 1 knot during ebb.

**Harbour information**

**7.152**

1 **Entrance channel.** Channel starts 5.2 miles W of Nanwell Point Lighthouse and the channel is marked by 10 pairs of channel buoys. The general depths in the entrance channel varies from 7.5m to 14m with a least depth of 7.5m lying 2.5 miles E of Nanwell Point Lighthouse.

2 **Storm signals** are displayed from Nanwell Point Lighthouse by using the brief system. See 1.48.

**Directions**

**7.153**

1 **Caution.** Fishing stakes may be encountered within the harbour, these are usually consisting of large poles or stripped palm trees, however, they generally show well above high water.

While approaching the harbour from S, vessels should keep in depths of more than 11 m and well to seaward of Whale Reef (18° 16'.3 N, 72° 54'.9 E) until Janjira Fort (7.146), standing 2 miles NE of Nanwell Point Lighthouse, is identified.

2 **Useful marks** (positioned from Nanwell Point Lighthouse

Sandy Point (3¼ miles E).

Dighi Hill (251 m high) (1½ miles SE) is the highest point on the peninsula.

Conical Hill (232 m high) (2 miles SSE), is bare.

Round Hill (235 m high) (2¾ miles SSE), is thickly wooded.

**Anchorage and berths**

**7.154**

1 **Anchorage Area Alpha**, is bounded by following positions:

18° 18'.3 N, 72° 48'.9 E

18° 18'.3 N, 72° 50'.9 E

18° 19'.3 N, 72° 50'.9 E

18° 19'.3 N, 72° 48'.9 E

2 **Anchorage Area Bravo**, is bounded by following positions:

18° 18'.6 N, 72° 47'.25 E

18° 18'.6 N, 72° 48'.25 E

18° 19'.6 N, 72° 48'.25 E

18° 19'.6 N, 72° 47'.25 E

Vessels may also obtain anchorage about 5 miles W of Janjira Fort, in depths of 10 m, mud; as shown on the chart.

3 **Murud.** local small craft may anchor in the bay close SE of Bandar Hill (18° 18'.8 N, 72° 57'.6 E), with some shelter from NW winds.

4 **Jetties.** Dighi port has two multipurpose berths, each length 325m. There are two jetties on the N side of Rajpuri Creek, one close SE of Bandar Hill and another on the point S of the village of Rajpuri, 1 mile SE of Bandar Hill. There is a jetty close E to Sandy Point.

There is a ferry service between these jetties during the fine weather season.

**Port services****7.155**

1 **Pilotage.** Port Control can be contacted at VHF Channel 16 & 06. Pilot boards at position 18° 17'.4 N, 72° 49'.0 E

2 **Tugs.** Two tugs 45 and 50 ton bollard pull respectively are available around the clock at VHF Channel 6.

3 **Cranes.** Two mobile harbour cranes are available. The capacity of cranes in grab and hook modes are 35 and 100 T respectively. The maximum height of boom is 22m with outreach of 51m.

4 **Supplies.** Fuel (HSHSD, HFHSD), fresh water, provisions are available.

5 **Other Services.** Telephone, internet, medical, ambulance, police, ship chandlery and stevedores, fire fighting, navigational warning and weather bulletin, garbage and waste oil disposal, helicopter landing facilities, custom and immigration, restaurant are available.

6 **Communication.**

Nearest Highway: NH 17 (50 KM)

Nearest Railhead: Mangaon – Indapur (47 KM)

Nearest Airport: Mumbai (170 KM)

7 **Port Authority**

Head of Marine/Operations

AT and P.O: Dighi

Teh: Srivardhan

Dist: Raigad

Maharashtra – 402 402

Tel: + 912174 22725/26

Fax: + 91 22 22072124/22019760

Email: dighiportcontrol@balaji.co.in

Website: www.dighiport.in, www.balaji.co.in

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

**Chapter - 3(Page – 144)**

*(Source: Marine department, Paradip Port Trust)*

*Article 3.30*

*Insert new para after para 4*

5 **Restricted Area.** Vessels except those engaged in SPM Operation of IOCL are requested to keep well clear off the “Restricted Area” bounded by following coordinates, while entering or sailing out of the Paradip Port or while transiting:

20° 13'.4 N, 86° 36'.0 E

20° 02'.4 N, 86° 41'.3 E

20° 06'.4 N, 86° 46'.9 E

20° 14'.1 N, 86° 37'.4 E





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

**INP 31(1), 2005**

*(Last correction: Edition No. 16 dated 16 Sep 2011)*

NIL

**INP 31(2), 2007**

*(Last correction: Edition No. 13 dated 01 Jul 12)*

**PAGE 30, India section**

**78950 Savai Bet Island Lt Racon**

Delete morse identification N and replace by M

14/12

**INP 31(5), 2011**

*(Last correction: Edition No. 09 dated 01 May 12)*

NIL

**INP 31(6), 2005**

*(Last correction: Edition No. 13 dated 01 Jul 12)*

**PAGE 85, India section, Gulf of Khambhat,**

Replace heading “Vessel Traffic Management System” with  
“Vessel Traffic Service”

**PAGE 85, India section, Gulf of Kachchh,**

Replace heading “Vessel Traffic Management System” with  
“Vessel Traffic Service”

**PAGE 85, India section, Gulf of Kachchh,**

Replace diagram heading,  
“GULF OF KACHCHH VESSEL TRAFFIC MANAGEMENT SERVICE” with  
“GULF OF KACHCHH VESSEL TRAFFIC SERVICE”

**PAGE 85, India section, Gulf of Kachchh,**

Insert after para Notification of Arrival/Departure Report:

The Report should contain the following information:

- (a) Vessel's name & call sign.
- (b) IMO and MMSI Number
- (c) ETA at entry point
- (d) Destination port & ETA
- (e) Year of built
- (f) Flag of convenience
- (g) Port of registry
- (h) GRT / NRT
- (j) Deadweight
- (k) LOA
- (l) Beam
- (m) Summer draught
- (n) Moulded depth
- (p) Draught: Forward, Midships, Aft
- (q) Port of loading
- (r) Last port of call

## 8.2

- (s) Destination port
- (t) Next port after destination port
- (u) Type of cargo: Hazardous/Non-Hazardous
- (v) If carrying hazardous: Quantity on board
- (w) Class and quantity of dangerous goods or pollutants
- (x) Estimated fuel on arrival at VTS: HFO, DO, Lub oil, FW
- (y) Name of consignee
- (z) Details of local agent
- (aa) Number & nationality of crew & passenger
- (ab) Master's name & nationality
- (ac) Security level on board
- (ad) Any disabilities/deficiencies to the vessel
- (ae) Name of P & I Club
- (af) Clause of wreck removal and pollution in P & I: Yes/No
- (ag) If yes: Validity of premium paid
- (ah) CLC validity period



## **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. When a position is defined by bearings (true or magnetic to be specified) more than two bearings should be used in order to provide a check. Distances observed by Radar should be corrected for index errors. Latitude and Longitude obtained from GPS / DGPS should specify the datum (WGS 84 or other). A copy / tracing from the largest scale chart may be used for forwarding details, with the corrections and additions being shown thereon in red.

### **Depth Reporting**

4. When soundings are obtained using Echo Sounders, the echo-gram should be duly annotated with date, time, position and depth, etc., before enclosing it with the Form IH 102. It is important to state whether 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 applied where necessary. The make, name and type of echo sounder should also be given. Care should be taken to set the echo sounder to the largest scale / phase, so as to obtain maximum details of echo of the feature. Efforts should be made to identify and negate false echoes if any.

5. Reports, which cannot be confirmed or are lacking in certain details should not be withheld. Limitations or shortcomings should be duly notified in the form.

6. Reports on shoal soundings, uncharted dangers and navigational aids out of order should be reported through fastest available means at the mariner's discretion, and also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 50 metres should be of sufficient importance to justify a radio message.

7. Port information should be forwarded on form IH 102a together with IH 102. Form 102a contains the information required for Sailing Direction and should be used as an *aide memoir*. Where there is insufficient space on the form, additional sheet should be used.

*Please Note:* - The receipt of all Hydrographic Notes will be duly acknowledged by the Hydrographic Office. Normally, the sender's ship or name is quoted as the source when the Notices to Mariners reporting the change is issued, unless the information is received through a foreign Notices to Mariners. Further communication from the Hydrographic Office to the sender of the hydrographic note will only be necessary to verify unusual features or abnormal values reported.

I.H. 102

**HYDROGRAPHIC NOTE**

(For Reporting Navigational Dangers/ Changes observed at Sea by Mariners)

<b>1. Name of ship or sender</b>	
<b>2. Address of sender</b>	
(i) E-mail	
(ii) Fax No.	
(iii) Tel. No.	
<b>3. General Locality</b>	
<b>4. Chart / Publication Affected:</b>	
(i) Chart published by INHO / UKHO / other (Specify).	
(ii) Chart No.	
(iii) Edition Date.	
(iv) Latest Edition of Indian N to M held	
<b>5. Details of Changes / Dangers Observed.</b>	
Object of Change.	
(i) Date/Time of observation	
(ii) Charted Observed	
(iii) Position/Area	
<b>(a) Bathymetry:</b>	
(i) Depth	
(ii) Depth Contour	
(iii) Channel Depth	
<b>(b) Navigational Dangers:</b>	
(i) New Shoals	
(ii) New Rocks	
(iii) New Reefs	
(iv) New Wrecks	
(v) New Nav-aid (Specify)	
<b>(c) Casualties to existing Nav-Aids:</b>	
(i) Buoys	
(ii) Lights	
(iii) Fog signals	
(iv) Racons	
(v) Transit Marks	
(vi) Leading Lines	
(vii) Clearance bearings	
<b>(d) Designated Areas:</b>	
(i) Exercise Areas	
(ii) Prohibited Areas	
(iii) Pilot Station	
(iv) Anchorage	
(v) Foul Ground	

<b>(e) Port Information:</b>	
(i) Berthing	
(ii) Cranage	
(iii) Tugs	
(iv) Dry Docks	
(v) Repair Facilities	
(vi) Pilotage	
(vii) Fuel	
(viii) Water	
(ix) Any other (Specify)	
<b>(f) Environmental Data</b>	
(i) Met information	
(ii) Tides and Tidal Stream	
(iii) Pollutants	
(iv) Effluents	
(v) Marine Life / Habitats	
<b>(g) Other changes, if any, with Details:</b>	
<b>6. Information on the Positions of Danger / Changes Reported above:</b>	
(a) Positioning System used	
(b) Datum [WGS/Everest/ Local (Specify)]	
(c) Accompanying plots / photographs if any	
<b>7. Information on the Soundings / Depths Reported above:</b>	
(a) Echo Sounder (Type) used	
(b) Draught of Vessel set on Echo Sounder	
(c) Observed water depth vis-à-vis charted depth	
(d) Echo-gram accompanying this report: Yes / No	
(e) Whether voltage drop existed in equipment at observation time	
(f) Data and Time of depth observation	
<b>8. Limitations if any in Reporting the changes above</b>	

Filled By  
(Name & Designation)

Checked by  
(Name & Designation)

Place  
Date

I.H. 102a

**HYDROGRAPHIC NOTE FOR PORT INFORMATION****(For Reporting Changes to Port Information)**

<b>1 Name and Address of the Port.</b>	
(a) Name	
(b) Address	
(c) Phone No's	
(d) Web Site	
(e) E Mail	
<b>2 General Remarks</b>	
(a) Principal activities and trade	
(b) Number of ships and tonnage handled per year	
(c) Maximum size of draught of vessel handled	
(d) Soft copy of port handbook	
<b>3 Anchorages</b>	
(a) Type/Purpose	
(b) Minimum depth	
(c) Shelter afforded	
(d) Holding Ground	
(e) Recommended Pilotage to the anchorages	
(f) Request Pilots appreciation to the approach of anchorage area	
<b>4 Pilotage</b>	
(a) Authority for request	
(b) Embarkation Position	
(c) Regulations	
(d) Documents to be provided	
(e) Request Pilots appreciation to the approach of inner harbour and berths.	
(f) Information on Vessel Traffic Management System (VTMS).	
(g) Navigational aid	
(i) List of beacons	
(ii) Buoys	
(iii) Lighthouses	
(iv) Any other information	
<b>5 Directions</b>	
(a) Entry and berthing information	
(b) Tides (Range of the tides)	
(c) Tidal stream information in the area	
(d) Type of season (max/min temperature, rain fall, wind speed and direction)	
<b>6 Pollution Control</b>	
Local regulation in force (if any)	

<b>7 Tugs</b>	
(a) Number available/Type	
(b) Maximum HP/Bollard Pull	
(c) Requesting authority	
(d) Availability times	
(e) Communication with tugs	
(f) Hiring charges	
<b>8 Berthing and wharves</b>	
(a) Type & number of berths available	
(b) Length	
(c) Depth alongside	
(d) Facilities available	
(e) Procedure for requesting berth and hiring charges.	
<b>9 Cargo Handling</b>	
(a) Containers	
(b) Lighters	
(c) Roll on / Roll off etc.	
<b>10 Cranes</b>	
(a) Brief details max lifting capacity, height of boom at wharf level and outreach	
(b) Container handling facilities.	
<b>11 Bridges</b>	
Vertical clearance	
<b>12 Repairs</b>	
(a) Hull machinery and underwater	
(b) Ship and boat yards	
(c) Docking or slipway facilities (size or dimensions of vessels handled)	
(d) Hards and ramps	
(e) Divers/Diving Assistance	
<b>13 Rescue and distress</b>	
(a) Salvage, lifeboats, life guards etc	
<b>14 Supplies</b>	
(a) Fuel (type and quantities available)	
(b) Fresh water and rate of supply	
(c) Provisions	
(d) Chart agents	
<b>15 Services</b>	
(a) Radio/telegram/fax /telephone	
(b) Internet	
(c) Medical	
(d) Quarantine	
(e) counsel	
(f) Ship chandlery and stevedores	
(g) Compass adjustment	
(h) Tank cleaning	
(j) Hull painting	
(k) Police	



(l) Ambulance	
(m) Fire fighting (fixed and mobile facilities)	
(n) Navigational warning and weather bulletin	
(p) garbage disposal	
(q) Waste oil disposal	
(r) Helicopter landing facilities	
<b>16 Communications</b>	
(a) Road, rail and air services available	
(b) Nearest airport or airfield	
(c) Port radio and information service (Frequencies and operating hours)	
<b>17 Port Authority</b>	
Designation, address and phone number	
<b>18 Security</b>	
(a) Security of ports/ International Ship and Port Facility (ISPS) competence	
(b) Container Security Initiative (CSI)	
(c) Custom and Immigration regulation in ports	
<b>19 Small craft facilities</b>	
(a) Information and facilities for small craft yachts visiting the port	
(b) Yacht clubs, berths etc	
<b>20 Shore leave</b>	
<b>21 Clubs recreation</b>	
(a) information kiosk (location)	
(b) Foreign exchange firms/banks (within/near port area)	
(c) Places of interest near port	
(d) Hotels/ restaurants (Type of food served e.g Chinese, continental etc)	
<b>22 Views (duly annotated), photographs of the approaches, leading marks, the entrance to the harbour etc.</b>	
<b>23 Any other information considered to be useful for the mariners</b>	

Filled By  
(Name & Designation)

Checked by  
(Name & Designation)

Place  
Date

*To accompany Indian Notice to Mariners 170/12*

*Chart 271*

RADIO REPORTING

For details of Gulf of Kachchh, Vessel Traffic System see Indian List of Radio Signals, Volume 6.

*To accompany Indian Notice to Mariners 170/12*

*Chart 251 (INT 7318)*

RADIO REPORTING

For details of Gulf of Kachchh, Vessel Traffic System see Indian List of Radio Signals Volume 6.

*To accompany Indian Notice to Mariners 170/12*

*Chart 201*

RADIO REPORTING

For details of Gulf of Kachchh, Vessel Traffic System see Indian List of Radio Signals Volume 6.

*To accompany Indian Notice to Mariners 170/12*

*Chart 202*

RADIO REPORTING

For details of Gulf of Kachchh, Vessel Traffic System see Indian List of Radio Signals Volume 6.

*To accompany Indian Notice to Mariners 170/12*

*Chart 203 (INT 7319)*

RADIO REPORTING

For details of Gulf of Kachchh, Vessel Traffic System see Indian List of Radio Signals Volume 6.

*To accompany Indian Notice to Mariners 170/12*

*Chart 2060*

RADIO REPORTING

For details of Gulf of Kachchh, Vessel Traffic System see Indian List of Radio Signals Volume 6.

*To accompany Indian Notice to Mariners 170/12*  
*Chart 2068*

RADIO REPORTING

For details of Gulf of Kachchh, Vessel Traffic System see Indian List of Radio Signals Volume 6.

*To accompany Indian Notice to Mariners 170/12*  
*Chart 2079*

RADIO REPORTING

For details of Gulf of Kachchh, Vessel Traffic System see Indian List of Radio Signals Volume 6.

*To accompany Indian Notice to Mariners 170/12*  
*Chart 2080*

RADIO REPORTING

For details of Gulf of Kachchh, Vessel Traffic System see Indian List of Radio Signals Volume 6.

*To accompany Indian Notice to Mariners 170/12*  
*Chart 2083 (INT 7339)*

RADIO REPORTING

For details of Gulf of Kachchh, Vessel Traffic System see Indian List of Radio Signals Volume 6.

*To accompany Indian Notice to Mariners 172/12*  
*Chart 254 (INT 7331)*

RADIO REPORTING

For details of Gulf of Khambhat, Vessel Traffic System see Indian List of Radio Signals Volume 6.

*To accompany Indian Notice to Mariners 172/12*  
*Chart 207*

RADIO REPORTING

For details of Gulf of Khambhat, Vessel Traffic System see Indian List of Radio Signals Volume 6.

*To accompany Indian Notice to Mariners 172/12*  
*Chart 209*

RADIO REPORTING

For details of Gulf of Khambhat, Vessel Traffic System see Indian List of Radio Signals Volume 6.

*To accompany Indian Notice to Mariners 172/12*

*Chart 208*

RADIO REPORTING

For details of Gulf of Khambhat, Vessel Traffic System see Indian List of Radio Signals Volume 6.

*To accompany Indian Notice to Mariners 172/12*

*Chart 2044*

RADIO REPORTING

For details of Gulf of Khambhat, Vessel Traffic System see Indian List of Radio Signals Volume 6.

*To accompany Indian Notice to Mariners 177/12*

*Chart 3010 (INT 7418)*

OIL PIPELINES

Oil pipelines contain flammable material under high pressure. Any ship damaging a pipeline could face an immediate fire hazard. Mariners are strongly advised not to anchor or trawl in the vicinity of pipelines.



**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**