



INDIAN NOTICES TO MARINERS



EDITION NO. 16 DATED 16 AUG 2012

(CONTAINS NOTICES 201 TO 213)

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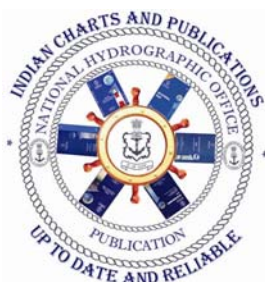
www.hydrobharat.nic.in

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

FEEDBACK: 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_s AND PUBLICATION

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

-Nil-

2. 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>
IN3205NV.000	205	NAVIBANDAR TO VERAVAL	03-08-2012

3. 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>
IN3205NV.000	205	NAVIBANDAR TO VERAVAL	06-02-2007

4. The forthcoming Indian Charts are as follows:-

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

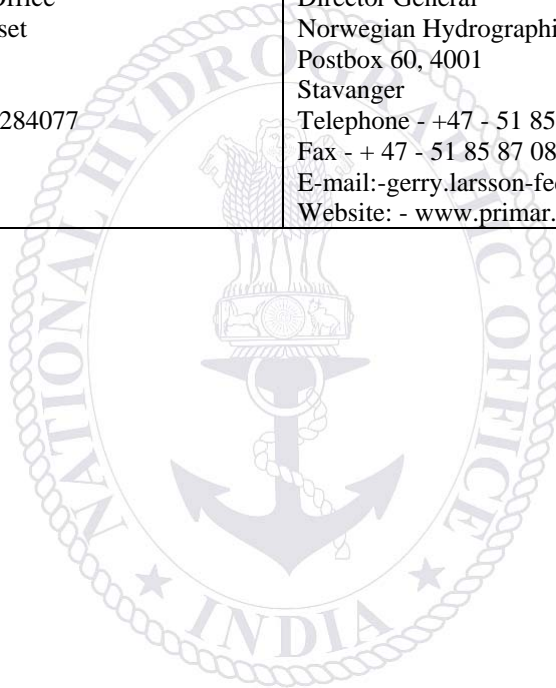
5. The forthcoming Indian nautical publication is as follows:-

<i>Title of Publication</i>	<i>Edition</i>
Notices to Mariners - Special Edition	2012

Availability of ENC's.

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

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



SECTION – I

The lists of charts affected by the Notices 201 to 213 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	209
22 (INT 752)	3	212 (T)
23	1	212 (T)
31	5	211 (T)
32 (INT 754)	5	211 (T)
33	5	211 (T)
41 (INT 757)	6	211 (T)
200	2	209
203 (INT 7319)	2	201
209	2	202
250	2	209
254 (INT 7331)	2	202
268 (INT 7353)	4	212 (T)
273	4	212 (T)
291	2	209
293 (INT 7022)	3	212 (T)
404	6	211 (T)
405	6	211 (T)
472 (INT 7032)	6	211 (T)
473 (INT 7031)	6	211 (T)
2008	3	204
2019	2	202
2036	3	203
2049	2	206, 207, 208
2050	2	207, 208
2068	2	201
2079	2	201
2093	1	206
2101	2	202
2107	2	201
3034	5	205, 213 (P)
7703 (INT 703)	1	212 (T)
7705 (INT 705)	1	212 (T)
7706 (INT 706)	1	211 (T), 212 (T)
7707 (INT 707)	1	210, 211(T)

SECTION – II

PERMANENT NOTICES

***201/(16/12) INDIA – WEST COAST – Deep Water Route – Approaches to Mundra Port – Buoy.**

Source: DLL Jamnagar.

Chart 203 (INT 7319) [previous update 197/12]

Delete  Q.R. Sonar 22° 41'·60N, 69° 34'·99E.

Chart 2068 [previous update 197/12]

Delete  Q.R. Sonar 22° 41'·60N, 69° 34'·99E.

Chart 2079 [previous update 197/12]

Delete  Q.R. Sonar 22° 41'·64N, 69° 34'·98E.

Chart 2107[previous update NE 31 Dec 11]

Delete  Q.R. Sonar 22° 41'·64N, 69° 34'·98E.

Former INM 169(T)/12 is cancelled.

***202/(16/12) INDIA – WEST COAST – Gulf of Khambhat – Northern Portion – Foul.**

Source: VTS Khambhat.

Chart 254 (INT 7331) [previous update 197/12]

Insert # 21° 00'·77N.,72° 35'·91E.

Chart 209 [previous update 197/12]

Insert # 21° 00'·77N.,72° 35'·91E.

Chart 2019 [previous update 124/12]

Insert # 21° 00'·75N.,72° 35'·93E.

Chart 2101 [previous update 124/12]

Insert # 21° 00'·76N.,72° 35'·94E.

***203/(16/12) INDIA – WEST COAST – Dighi Harbor and Approaches – Buoys.**

Source: Dighi Port limited.

Chart 2036 [previous update 174/12]

Insert  Fl.10s5M 18° 17'·40N., 72° 49'·25E.

Delete  18° 17'·56N., 72° 58'·42E.


 18° 16'·93N., 72° 58'·89E.

***204/(16/12) INDIA – WEST COAST – Karwar Harbour and Approaches – Conspicuous Objects.**

Source: INS Investigator.

Chart 2008 [previous update 270/11]

Insert  Radar Tr (15) 14° 48'·25N., 74° 07'·34E.

 Palm oil 14° 48'·05N., 74° 07'·28E.

 (30) 14° 48'·07N., 74° 06'·80E.

 14° 48'·13N., 74° 07'·01E.

14° 48'·03N., 74° 06'·92E.

***205/(16/12) INDIA – EAST COAST – Approaches to Krishnapatnam – Legends.**

Source: Krishnapatnam Port Company Limited.

Chart 3034 [previous update 271/11]

Delete Legend, “Under Construction (2009)”, Centered on: 14° 14′.26N., 80° 07′.80E.

Chart 3034(Plan) [previous update 271/11]

Delete Legend, “Under Construction (2009)”, Centered on: 14° 14′.40N., 80° 07′.83E.

206/(16/12) PAKISTAN – Khalifa Point to Churna Island – Mooring Buoy. Fog Signal. Submarine Pipeline.

Source: BA Notice 3385/12.

Chart 2093 [previous update 204/09]



Insert  *Mo(U)15s6M SPM* (a) 24° 56′.90N., 66° 34′.90E.
 fog signal, *Siren Mo(U)18s*, at mooring buoy (a) above
 submarine pipeline, , joining: (a) above
 24° 55′.60N., 66° 40′.90E. (shore)

Chart 2049 [previous update 180/12]

Insert  *Mo(U)15s6M SPM* (a) 24° 56′.89N., 66° 34′.88E.
 fog signal, *Siren Mo(U)18s*, at mooring buoy (a) above
 submarine pipeline, , joining: (a) above
 24° 55′.60N., 66° 40′.91E. (shore)

207/(16/12) PAKISTAN – Approaches to Karachi Harbour – Manora Point – Breakwater. Legends. Depths.

Source: BA Notice 3230/12.

Chart 2049 [previous update 206/12]

Insert breakwater, single firm line, joining: 24° 47′.34N., 66° 58′.82E. (shore)
 24° 46′.74N., 66° 58′.97E.
 depth 7 enclosed by 10m contour 24° 46′.86N., 66° 57′.59E.

Chart 2050 [previous update 162/12]

Insert breakwater, single firm line, joining: 24° 47′.323N., 66° 58′.816E. (shore)
 24° 46′.719N., 66° 58′.968E.
 legend, New Manora Breakwater, centred on: 24° 46′.821N., 66° 58′.856E.
 depth 7 enclosed by 10m contour 24° 46′.845N., 66° 57′.587E.
 depth 8₄ 24° 46′.701N., 66° 58′.974E.
 depth 5₆ 24° 46′.505N., 66° 59′.370E.
 legend, Manora Breakwater, centred on: 24° 47′.140N., 66° 58′.950E.
 Delete former legend, Manora Breakwater, centred on: 24° 47′.200N., 66° 58′.800E.

208/(16/12) PAKISTAN – Approaches to Karachi Harbour – Manora Point – Buoy.

Source: BA Notice 3231/12.

Chart 2049 [previous update 207/12]

Substitute  *Fl.G.10s*, for  *Fl.10s*, 24° 46′.40N., 66° 56′.95E.

Chart 2050 [previous update 207/12]

Substitute  *Fl.G.10s*, for  *Fl.10s*, 24° 46′.44N., 66° 57′.07E.

209/(16/12) PAKISTAN – Approaches to Karachi – Chan Creek – Obstruction.

Source: BA Notice 3386/12.

Chart 21 [previous update 173/12] WGS 1984 DATUMInsert  *Unexploded Ordnance* 24° 14'·10N., 66° 50'·80E.**Chart 291** [previous update 163/12] WGS 1984 DATUMInsert  *Unexploded Ordnance* 24° 14'·10N., 66° 50'·80E.**Chart 250** [previous update 179/12] WGS 1984 DATUMInsert  *Unexploded Ordnance* 24° 14'·10N., 66° 50'·80E.**Chart 200** [previous update 180/12]Insert  *Unexploded Ordnance* 24° 14'·07N., 66° 50'·81E.**210(16/12) INDIAN OCEAN – Maldives to Sumatera – Buoys.**

Source: BA Notice 3206/12.

Chart 7707 (INT 707) [previous update 278/11]Delete  *ODAS* 05° 02'·00S., 94° 57'·00E.

01° 37'·50S., 90° 04'·00E.



SECTION – III

TEMPORARY AND PRELIMINARY NOTICES

***211(T)/(16/12) INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys. Tsunami Buoys.**

Source: NIOT Chennai.

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

Buoy No.	Position	Chart Affected
BD02 MB	18° 30′.00N 88° 00′.00E	31, 7706 (INT 706)
BD07 MB	06° 15′.00N 85° 53′.00E	33, 7706 (INT 706), 7707 (INT 707)
BD08 OB- OMNI	18° 10′.00N 89° 40′.00E	31, 7706 (INT 706)
BD10 OB- OMNI	16° 30′.00N 88° 00′.00E	31, 7706 (INT 706)
BD11 OB- OMNI	14° 12′.00N 82° 54′.00E	31, 32 (INT 754), 33, 7706 (INT 706)
BD12 OB- OMNI	10° 30′.00N 94° 00′.00E	41 (INT 757), 33, 472 (INT 7032)
BD13 OB- OMNI	11° 00′.00N 86° 30′.00E	33, 7706 (INT 706)
RP01 REEF BUOY	11° 35′.00N 92° 36′.00E	41 (INT 757), 33, 473 (INT 7031), 404, 405, 7706 (INT 706)
TB05 TSUNAMI	11° 00′.00N 89° 30′.00E	33, 7706 (INT 706)
TB08 TSUNAMI	12° 30′.00N 85° 30′.00E	33, 7706 (INT 706)
TB06 TSUNAMI	15° 00′.00N 90° 00′.00E	31, 7706 (INT 706)

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

3. All positions are in WGS 84 datum.

Former INM 225(T)/11 is cancelled.

***212(P)/(16/12) INDIA – EAST COAST – Krishnapatnam Port – Port Development. Dredging.**

Source: Krishnapatnam Port Company Ltd.

1. Extensive port development activity is in progress inside Krishnapatnam Port limits. The details of the berths under construction are as follows :

- (a) **South berth (S1):** - Length 350 meters, from 14° 14′.78N., 80° 07′.55E to 14° 14′.81N., 80° 07′.35E.
- (b) **North west berth (NW1):** - Length 350 meters, from 14° 15′.26N., 80° 06′.48E to 14° 15′.33N., 80° 06′.30E.

*2. Dredging operation is in progress within the area bounded by following co-ordinates:-

14° 14′.89N., 80° 07′.67E.

14° 14′.91N., 80° 07′.26E.

14° 14′.83N., 80° 07′.24E.

14° 14′.78N., 80° 07′.55E.

14° 14′.72N., 80° 07′.64E.

14° 14′.75N., 80° 07′.81E.

3. Mariners to exercise caution and contact local port authorities for more information.

* Indicates new or revised entries.

Former INM 199(P)/12 is cancelled.

Charts affected – 3034

***213(T)/(16/12) INDIA – WEST COAST – Arabian Sea – Data Buoys. Tsunami Buoy.**

Source: NIOT Chennai.

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

Buoy No.	Position	Charts affected
AD02 MB	15° 00′.00N., 69° 00′.00E.	7705 (INT 705)
AD03 MB	12° 00′.00N., 69° 00′.00E.	7705 (INT 705)
AD04 MB	08° 00′.00N., 73° 00′.00E.	22 (INT 752), 23, 273, 7703 (INT 703), 7706 (INT 706)
AD05 MB	10° 29′.00N., 72° 16′.00E.	22 (INT 752), 268 (INT 7353), 273, 7703 (INT 703), 7705 (INT 705), 7706 (INT 706)
SW02 MB	17° 21′.00N., 70° 42′.00E.	22 (INT 752), 293 (INT 7022), 7705 (INT 705)

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

3. *Former INM 227(T)/11 is cancelled.*

SECTION – IV **MARINE INFORMATION**

1. **NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

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

All merchant vessels entering Indian EEZ are advised that dense fishing activity may be encountered off West Coast of India. Fishing is generally carried out by mechanized boats and single hull boats with outboard motors carrying 4-5 crew using long lines upto 50 NM from coast. The vessels traversing the nets are likely to be approached by fishing boats for safeguarding nets and lines and should not be mistaken as skiffs and PAG's. Masters of vessels to report any suspicious activity of fishing vessels immediately to MRCC (Mumbai) on telephone +91-22-24388065, 24316558, Email: - indsar@vsnl.net, or 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, 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.

(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>*JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in</p>	<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@chartworx.nl</p>	
<p>* Indicates C Map Norway AS has changed name to Jeppesen Marine Norway AS. Indicates C Map India has changed name to Jeppesen India.</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 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publicatons 2/524 Sundeep Road, Chinna 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 Aug 12.

2011 SERIES – 442 596 708

2012 SERIES – 037 289 315 343 346 355 361 365 367 369 370 373 379 381 382 385 387 388
393 394 396 397 398

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

375. India East Coast-Bay of Bengal. CHARTS 31 32 33 41 354 355 357 391 INT 706. Rig list. correct at 010430 UTC Aug 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	12-22.73N		093-29.28E		
GSF-140	16-31.58N		082-28.43E		
MG HULME JR	16-35.50N		082-27.09E		
NOBLE DUCHESS	16-16.45N		082-11.56E		
PLATINUM EXPLORER	19-34.90N		086-22.01E		
PERRO NEGRO 3	11-30.12N		079-56.06E		
ACTINIA	16-07.35N		081-54.73E		
wide berth requested.					
2. Cancel NAVAREA VIII 366/12.					
376. India East Coast – Bay of Bengal. Charts 31 33 352 353 INT 71 INT 73 INT 706. Experimental flight trial scheduled from ITR launch complex between 0130 UTC to 0530 UTC from 09 Aug TO 12 Aug 12. Danger zone bounded by:					
(a)	20-48.33N	087-02.60E	(b)	20-21.81N	086-50.95E
(c)	19-54.35N	086-45.71E	(d)	19-03.36N	086-26.33E
(e)	06-47.73N	085-52.70E	(f)	06-47.73N	088-17.91E
(g)	07-11.48N	090-41.23E	(h)	19-11.26N	088-02.35E
(i)	19-58.31N	087-33.98E	(j)	20-24.51N	087-23.38E
(k)	20-48.73N	087-07.43E			
2. Caution advised.					
3. Cancel this MSG 120630 UTC Aug 12.					
377. India West Coast – Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705. Firing by Naval Coast battery between 1030 UTC to 1230 UTC on 07 Aug 12.					
2. Danger area from 300 degree to 020 degree up to 12 NM seaward from position 22-28.03N 069-04.98E					
3. Safe flying height 13000 Metres.					
4. Cancel this MSG 071330 UTC Aug 12.					
378. Cancel NAVAREA VIII 357/12 and this MSG.					
379. 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 10 Aug 12 and 26 Aug to 29 Aug 12 in area bounded by:					
(a)	19-14.60N	084-53.70E	(b)	19-37.05N	085-27.87E
(c)	18-46.05N	085-22.87E			
and arc of 41 NM radius joining point (b) and (c)					
2. Safe flying height 7000 metres.					
3. Cancel this MSG 291900 UTC Aug 12.					
380. India West Coast – Trivandrum. Charts 22 32 222 260 INT 706. RH 200 Rocket launch from Thumba equatorial rocket launching station 08-31.98N 076-52.05E between 0500 UTC to 0700 UTC on 15 Aug 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 150800 UTC Aug 2012.					

381. India West Coast – Pathfinder Inlet. Chart 21 203 2060 2068 INT 705. Tug MV BDV-6(REG NO-BP-882/Bedi Port) of 14.70 mtrs length reported sunk in approx Position 22-27.04N 069-40.12E at 021030 UTC Aug 12.																																																																																	
382. India West Coast – Arabian Sea. Charts 21 22 292 293 INT 705 INT 706. Rig List. Correct at 031001 UTC Aug 12:																																																																																	
<table> <tr><td>ABAN ICE</td><td>18-31.91N</td><td>071-21.11E</td></tr> <tr><td>ABAN III</td><td>19-11.98N</td><td>072-11.00E</td></tr> <tr><td>ABAN IV</td><td>19-40.40N</td><td>071-19.38E</td></tr> <tr><td>ABAN VII</td><td>20-21.16N</td><td>071-48.46E</td></tr> <tr><td>BADRINATH</td><td>19-11.16N</td><td>070-39.66E</td></tr> <tr><td>CE THROTON</td><td>19-34.68N</td><td>071-20.08E</td></tr> <tr><td>DEEP SEA FORTUNE</td><td>18-39.66N</td><td>072-13.33E</td></tr> <tr><td>DEEP SEA FOSSIL</td><td>19-33.13N</td><td>071-16.35E</td></tr> <tr><td>DISCOVERY-1</td><td>18-36.11N</td><td>071-01.58E</td></tr> <tr><td>ENERGY DRILLER</td><td>18-46.03N</td><td>071-25.41E</td></tr> <tr><td>FG MC CLINTOK</td><td>19-38.00N</td><td>071-21.73E</td></tr> <tr><td>GREATDRILL CHETNA</td><td>20-44.07N</td><td>071-55.05E</td></tr> <tr><td>GREATDRILL CHITRA</td><td>18-39.50N</td><td>072-12.85E</td></tr> <tr><td>JT ANGEL</td><td>19-36.73N</td><td>071-24.00E</td></tr> <tr><td>KEDARNATH</td><td>20-22.31N</td><td>071-28.48E</td></tr> <tr><td>NOBLE CHARLIE YESTER</td><td>19-18.21N</td><td>071-15.95E</td></tr> <tr><td>NOBLE ED HOLT</td><td>18-41.46N</td><td>072-20.88E</td></tr> <tr><td>RON TAPPEMEYER</td><td>19-34.15N</td><td>071-25.11E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-16.81N</td><td>072-11.73E</td></tr> <tr><td>SAGAR KIRAN</td><td>20-51.38N</td><td>072-06.20E</td></tr> <tr><td>SAGAR LAXMI</td><td>18-36.15N</td><td>071-01.63E</td></tr> <tr><td>SAGAR PRAGATI</td><td>18-32.26N</td><td>072-15.43E</td></tr> <tr><td>SAGAR SHAKTI</td><td>19-10.40N</td><td>071-26.43E</td></tr> <tr><td>SAGAR JYOTI</td><td>20-31.60N</td><td>071-46.73E</td></tr> <tr><td>TRIDENT – 2</td><td>19-32.35N</td><td>071-20.91E</td></tr> <tr><td>TRIDENT – 12</td><td>18-39.21N</td><td>070-58.85E</td></tr> <tr><td>VIRTUE 1</td><td>18-37.23N</td><td>072-14.93E</td></tr> </table> <p>wide berth requested.</p>	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	18-36.11N	071-01.58E	ENERGY DRILLER	18-46.03N	071-25.41E	FG MC CLINTOK	19-38.00N	071-21.73E	GREATDRILL CHETNA	20-44.07N	071-55.05E	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	19-18.21N	071-15.95E	NOBLE ED HOLT	18-41.46N	072-20.88E	RON TAPPEMEYER	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	18-39.21N	070-58.85E	VIRTUE 1	18-37.23N	072-14.93E
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2. Cancel NAVAREA VIII 340/12.																																																																																	
383. India East Coast – Bay of Bengal. Charts 31 32 33 41 354 355 357 391 INT 706. Rig list. Correct at 031002 UTC Aug 12:																																																																																	
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2. Cancel NAVAREA VIII 375/12 .																																																																																	
384. NAVAREA VIII – MESSAGES IN FORCE AS ON 031003 UTC AUG 12:																																																																																	
2011 Series: - 442 596 708																																																																																	
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2. Cancel this MSG 101003 UTC Aug 12.																																																																																	
385. India West Coast – Gulf of Kachchh. Charts 21 2068 INT 705. Salaya channel marking buoy Ranwara reported missing																																																																																	
2. Caution advised.																																																																																	
386. Cancel NAVAREA VIII 354/12 and 374/12 and this MSG. Notice No 200(T) and 188 of INM edition 15/12 refers.																																																																																	
387. Western Indian Ocean – Off Tanzania. Charts INT 70 INT 71 INT 72 INT 701. 14 Containers (20 FT each) with cement inside reported sunk in vicinity 09-06.84S 039-38.70E.																																																																																	
2. Caution advised.																																																																																	

388. India West Coast – Gulf of Kachchh. Charts 21 2068 INT 705. Salaya channel marking buoy Paga reported missing. 2. Caution advised.
389. India West Coast – Gulf Of Kachchh. Charts 203 2080 INT 705. Bhadreshwar lighthouse Unlit. 2. Caution advised.
390. Cancel NAVAREA VIII 389/12 and this MSG. Bhadreshwar lighthouse operational .
391. India East Coast – Bay of Bengal. Charts INT 71 INT 73 INT 707. Light blue hulled fishing boat with white longitudinal stripe and dark red under water hull abandoned and capsized reported in vicinity 06-00.14N 088-06.76E at 081130 UTC Aug 12. 2. Caution advised. 3. Cancel this MSG 111700 UTC Aug 12.
392 Cancel NAVAREA VIII 376/12 and this MSG.
393. India East Coast- off Chennai. Charts 32 33 356 391 INT 706. Firing practice by coast guard aircraft from 0830 UTC to 1030 UTC on 19 Aug 12. Danger area bounded by: (a) 13-30N 081-18E (b) 14-30N 081-55E (c) 14-30N 082-42E (d) 13-30N 082-05E 3. Safe flying height 3000 metres. 2. Cancel this MSG 191130 UTC Aug 12.
394. NAVAREA VIII – MESSAGES in force as on 101002 UTC Aug 12: 2011 Series: - 442 596 708 2012 Series: - 037 289 315 343 346 355 361 365 367 369 370 373 379 380 381 382 383 385 387 388 391 393 (a) NAVAREA VIII Warnings less than 42 days old (343/12 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 (c) Texts of NAVAREA VIII Warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners. 2. Cancel this MSG 171002 UTC Aug 12.
395. Indian Ocean – Northern Part. Piracy. Charts INT 71 INT 73 INT 707. M/V attacked in position 03-22S 083-12E at 100300 UTC Aug 12. 2. Caution advised. 3. Cancel this MSG 130300 UTC Aug 12.
396. India East Coast – Bay of Bengal. Charts 31 32 33 41 354 355 357 391 INT 706. Rig list. Correct at 101701 UTC Aug 12: ABAN II 16-39.13N 082-22.37E ACTINIA 16-07.35N 081-54.73E DEEP DRILLER-1 16-40.03N 082-27.54E DEEP SEA MATDRILL 16-16.38N 081-43.84E DHIRUBHAI DEEPWATER KG-1 12-22.73N 093-29.28E GSF-140 16-31.68N 082-28.43E MG HULME JR 16-35.70N 082-27.09E NOBLE DUCHESS 16-16.45N 082-11.86E PLATINUM EXPLORER 19-34.90N 086-22.01E PERRO NEGRO 3 11-30.12N 079-56.06E SAGAR VIJAY 16-13.33N 082-10.86E wide berth requested. 2. Cancel NAVAREA VIII 383/12.
397. Andaman Sea – Passage Island. Charts 41 404 405 473 4006 4016 INT 706. Firing practice by Naval ships from 0230 UTC to 1030 UTC on 20 Aug 12 in area bounded by: (a) 11-17N 092-34E (b) 11-05N 092-48E (c) 11-05N 092-34E (d) 11-17N 092-48E 2. Safe flying height 7000 metres. 3. Cancel this MSG 201130 UTC Aug 12.
398. India East Coast- Bay of Bengal. Charts 31 351 352 3017 INT 71 INT 73 INT 706. Experimental rocket launch scheduled from ITR launch complex between 0230 UTC to 0630 UTC from 24 Aug to 25 Aug 12. Danger zone bounded by: (a) 21-22.66N 086-55.13E (b) 21-09.75N 086-50.30E (c) 20-45.23N 087-06.21E (d) 18-18.48N 087-46.48E (e) 18-29.78N 088-21.65E (f) 18-46.25N 088-51.10E (g) 20-51.50N 087-20.46E (h) 21-18.60N 087-10.33E (j) 21-23.33N 086-56.70E 2. Caution advised. 3. Cancel this MSG 250730 UTC Aug 12.

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

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

West Coast of India Pilot (INP-1)

Chapter -5 (Page – 176 and 179)

(Source: Kochi Port Trust)

Article 5.68

Delete para 2 and 3.

Insert new article after article 5.68

Dumping Area

5.68a

Two dumping areas, each with a radius of 1500m lie in the either side of the approaches to Kochi as follows:

North Dumping Area centred on 10° 00'.00 N,
76° 05'.00E.

South Dumping Area centred on 09° 55'.00 N,
76° 06'.00E.

Article 5.72, para 1

Insert text at the end of line 2

Ph (Harbour Master) : +91 484 2666410 (Office hours)

+91 484 2667725 (Off working hours)

+91 484 2666940 (Off working hours)

E-mail: hm@.cochinport.gov.in

Insert new articles before article 5.97

SPM

5.96a

An SPM is installed, within a restricted area of 7 cables radius, in position 9° 59'.80 N, 76° 02'.50E.

STS Lighterage Area

5.96b

An STS Lighterage Area lies with a radius of 5 cables centred on 10° 03'.50 N, 76° 04'.50E.

SECTION – VII

CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6632	- Ponta Mepira	12 57.82S 40 28.88E	Fl R 2s	5	5	Dark red round tower 6	*
D6881.6	Remove from list						
D7329.75	-- SPM	25 12.73N 56 23.16E	Mo(A)Y 15s	..	5	Yellow mooring buoy	
	---	..	Horn Mo(A) 30s				
*	*	*	*	*	*	*	*
D7329.771	- SPM 1	25 13.09N 56 24.69E	Mo(B)Y 15s	..	5	Yellow mooring buoy	
	--	..	Horn Mo(U) 30s				
*	*	*	*	*	*	*	*
D7329.772	- SPM 2	25 13.77N 56 23.69E	Mo(C)Y 15s	..	5	Yellow mooring buoy	
	--	..	Horn Mo(U) 30s				
*	*	*	*	*	*	*	*
D7329.773	- SPM 3	25 14.23N 56 24.84E	Mo(E)Y 15s	..	5	Yellow mooring buoy	
	--	..	Horn Mo(U) 30s				
*	*	*	*	*	*	*	*
D7330.8	- Khorfakkan Port. Breakwater. Head. No 10	25 21.74N 56 22.19E	Fl(2) W 10s	..	10	..	*
		*					*
D7650.1	- No 18	29 57.12N 49 05.50E	Fl R 5s	..	12	Red beacon	
					*		
D7650.2	- No 11	29 57.23N 49 05.63E	Fl (3)G 10s	..	7	Green beacon	
*	*	*	*	*	*	*	*
D7651	- No 20	29 58.20N 49 04.47E	Fl(2)R 6s	..	12	Red beacon	
					*		
D7651.1	- No 13	29 58.30N 49 04.62E	Fl(2)G 6s	..	7	Green beacon	
					*		
D7651.2	- No 22	29 59.25N 48 03.33E	Fl(3)R 12s	..	12	Red beacon	
					*		
D7651.3	- No 15	29 59.37N 49 03.57E	Fl G 3s	..	12	Green beacon	
					*		
D7651.4	- No 17	30 00.08N 49 02.70E	Fl G 3s	..	7	Green beacon	
					*		
D7651.5	- No 24	29 59.97N 49 02.55E	Fl R 3s	..	12	Red beacon	
					*		
D7651.6	- No 26	30 00.92N 49 01.87E	Fl(2)R 6s	..	12	Red beacon	
					*		
D7651.7	- No 19	30 01.00N 49 02.00E	Fl(2)G 6s	..	7	Green beacon	
					*		
D7651.8	- No 28	30 01.90N 49 01.20E	Fl R 3s	..	12	Red beacon	
*	*	*	*	*	*	*	*
D7651.9	- No 21	30 01.95N 49 01.37E	Fl G 3s	..	12	Green beacon	
					*		
D7652	- No 30	30 03.17N 49 00.50E	Fl(3)R 9s	..	12	Red beacon	
					*		

7.3

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F1685.472 *	- Ayer Chawan Basin. PAC-Toa 5 *	1 17.21N 103 42.09E *	Fl R 2s *	. . *	. . *	Red beacon *	Ra refl. Sync with F1685.47 *
F1766	- Tebrau. Ldg Lts 289° 1' Front	1 28.93N 103 48.38E	Fl G 5s	6	5	White Δ□ on white concrete pile beacon	Vis 271°-061° (150°). TE 2012 *
F1766.1	--- Rear 0.7 M from front	1 29.15N 103 47.73E	Iso G 5s	9	5	White ▽□ on white concrete pile beacon	Vis 280°-027° (107°) TE 2012 *
K1212.3 *	- Pulau Ketapang. Eastward (ID) *	7 40.50S 113 15.70E *	Fl W 5s *	12 *	11 *	White post 10 *	<i>fl</i> 0.5. Ra refl *

8.1

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. 14 dated 16 Jul 12)

NIL

INP 31(5), 2011

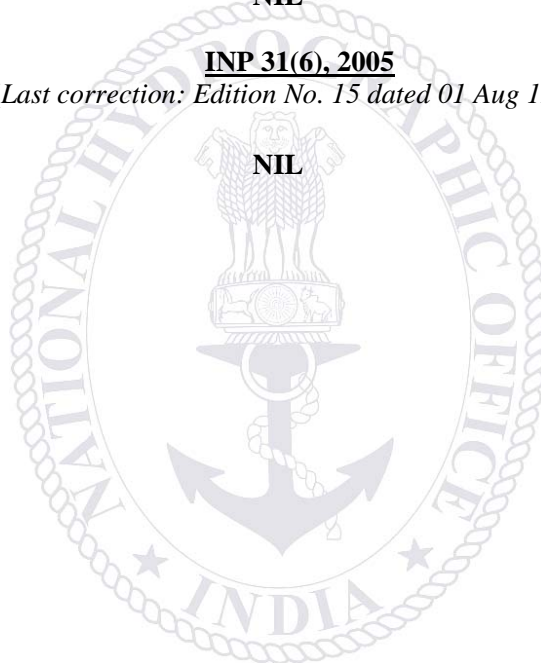
(Last correction: Edition No. 15 dated 01 Aug 12)

NIL

INP 31(6), 2005

(Last correction: Edition No. 15 dated 01 Aug 12)

NIL



SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

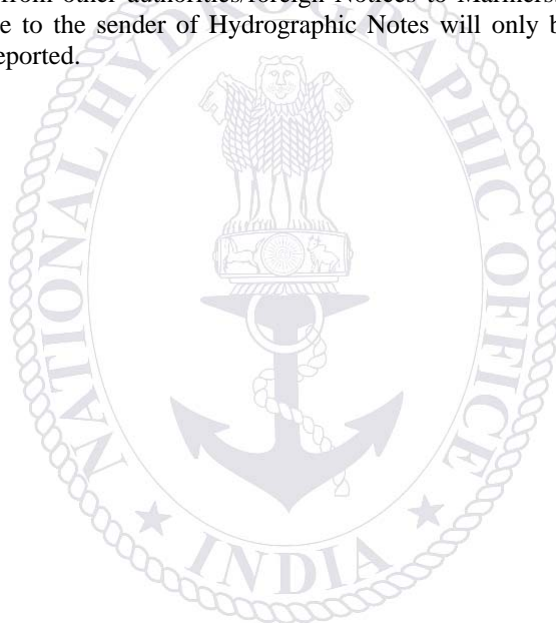
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

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

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

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

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



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

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

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

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



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC