



INDIAN NOTICES TO MARINERS



EDITION NO. 10 DATED 16 MAY 2013
(CONTAINS NOTICES 112 TO 119)

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

FEEDBACK: msis-incho-navy@nic.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**



III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENCs 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 & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2103	31-03-2013	DIGHI PORT Limits 18° 15'.50N; 72° 53'.00E. 18° 19'.80N; 72° 59'.90E.	12,500	3	Rs. 1870.00

2. The Indian Charts 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>
2103	30-04-2011	DIGHI PORT	2103	31-03-2013

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
IN2356CR	356	CHENNAI TO RAMYAPATNAM	01-05-2013

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

<i>ENC Cell No</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN2356CR	356	CHENNAI TO RAMYAPATNAM	01-06-2007

5. The forthcoming Indian Charts are as follows:-

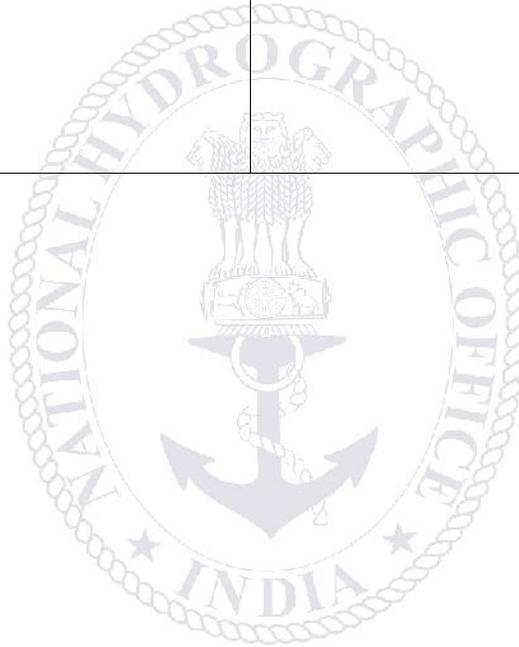
<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
211	SATPATI TO MURUD JANJIRA	150,000	New Edition
2056	JAFARABAD PORT	25,000	New Chart
2065	PORT DABHOL	15,000	New Chart
210	UMARGAM TO SATPATI	150,000	New Edition

VI

Availability of ENCs.

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

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk	JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: enc@jeppesen.com , info@c-map.co.no Website: www.jeppesen.com
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:- data@ecc.no Website: - www.primar.org	



SECTION – I

The list of charts affected by the Notices 112 to 119 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	117(P)
22 (INT 752)	3	114
31	5	118(P), 119(T)
32 (INT 754)	5	118(P), 119(T)
33	5	118(P)
202	2	112
203 (INT 7319)	2	112
208	2	117(P)
215	3	114
217	3	116
251 (INT 7318)	2	112
252 (INT 7325)	2	112
254 (INT 7331)	2	117(P)
257 (INT 7343)	3	114
258 (INT 7348)	3	116
271	2	112
272	4	116
292(INT 7021)	2	117(P)
293 (INT 7022)	3	114
308	5	118(P)
352 (INT 7416)	5	118(P)
354(INT 7408)	5	118(P), 119(T)
355(INT 7405)	5	118(P)
357(INT 7397)	5	118(P)
391	5	118(P), 119(T)
2008	3	115
2010	3	115
2031	2	112
2038	3	113
2039	2	117(P)
2052 (INT 7350)	3	116
2068	2	112
2082	2	117(P)

SECTION – II
PERMANENT NOTICES

***112/(10/13) INDIA – WEST COAST – Gulf of Kachchh – Wreck.**

Source: Coast Guard Region (NW).

Chart 202 [previous update 070/13]

Insert  22° 28′.40N., 68° 54′.00E.

Chart 203 (INT 7319) [previous update 31/13]

Insert  22° 28′.36N., 68° 54′.01E.

Chart 251 (INT 7318) [previous update 084/13]

Insert  22° 28′.40N., 68° 54′.00E.

Chart 252 (INT 7325) [previous update NE 28 Feb 2013]

Insert  22° 28′.40N., 68° 54′.00E.

Chart 271 [previous update 097/13]

Insert  22° 28′.40N., 68° 54′.00E.

Chart 2031 [previous update 144/12]

Insert  22° 28′.40N., 68° 54′.00E.

Chart 2068 [previous update 216 /12]

Insert  22° 28′.36N., 68° 54′.01E.

***113/(10/13) INDIA – WEST COAST – Rajapur Bay and Vijaydurg Harbour – Buoy.**

Source: IH - 102, INS Investigator.

Chart 2038 [previous update 180/11]

Delete  F.R. 16° 33′.56N., 73° 20′.30E.
 (Oct to May)
 (Oct to May) 16° 33′.34N., 73° 20′.41E.

***114/(10/13) INDIA – WEST COAST – Betul to Belekeri – Wreck.**

Source: IH-102, INS Makar.

Chart 22 (INT 752) [previous update 099/13]

Insert  15° 00′.92N., 73° 42′.84E.

Chart 215 [previous update 262/12]

Insert  15° 00′.92N., 73° 42′.84E.

Chart 257 (INT 7343) [previous update 033/13]

Insert  15° 00′.86N., 73° 42′.88E.

Chart 293 (INT 7022) [previous update 099/13]

Insert  15° 00′.92N., 73° 42′.84E.

***115/(10/13) INDIA – WEST COAST – Karwar Naval Harbour – Legend.**

Source: HQKNA.

Chart 2008 [previous update 101/13]

Substitute legend, “2 Lts \neq 000°”, for, “2 Lts \neq 359°”, at; 14° 44′.67N., 74° 07′.54E.

Chart 2010 [previous update 101/13]

Substitute legend, “2 Lts \neq 000°”, for, “2 Lts \neq 359°”, at; 14° 44′.670N., 74° 07′.540E.

***116/(10/13) INDIA – WEST COAST – Approaches to Port of New Mangalore – Wreck.**

Source: MRCC Mumbai.

Chart 217 [previous update 273/12]Insert  12° 40′·16N., 74° 52′·32E.**Chart 258 (INT 7348)** [previous update 273/12]Insert  12° 40′·16N., 74° 52′·32E.**Chart 272** [previous update 099/13]Insert  12° 40′·23N., 74° 52′·27E.**Chart 2052 (INT 7350)** [previous update 273/12]Insert  12° 40′·23N., 74° 52′·27E.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***117 (P)/(10/13) INDIA – WEST COAST – Gulf of Khambhat – Dahej Harbour –Jetty. Mooring Dolphins.**

Source: Petronet LNG Ltd, Dahej.

1. Construction of second Petronet LNG Jetty and two Tug Mooring Dolphins to the South of its existing Jetty is under progress. Construction work involves Pile driving and structural installation. The area bounded by the following Co-ordinates has been identified as Construction zone for above activities.

21°40'.45N., 072°31'.98E

21°40'.30N., 072°31'.13E

21°40'.29N., 072°30'.53E

21°40'.03N., 072°30'.54E

21°40'.03N., 072°30'.76E

21°39'.66N., 072°30'.76E

21°39'.66N., 072°30'.88E

21°40'.04N., 072°30'.88E

21°40'.19N., 072°31'.13E

21°40'.34N., 072°32'.00E

2. The work is supported by Tugs and Barges and will involve movement of these crafts within this zone.
3. Mariners to exercise extreme caution in the vicinity of the construction zone and contact port authorities for further information.

Charts Affected – 21 – 208 – 254 (INT 7331) – 292 (INT 7021) – 2039 – 2082.

***118(T)/(10/13) INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.**

Source: NIO Goa.

1. Underwater Acoustic Doppler Current Profiler (ADCP) mooring deployed by National Institute of Oceanography, Goa in following positions:-

ADCP Mooring	Positions		Depth(in metres)	Charts affected
*BOPS-4	12° 01'.83 N	80° 08'.07 E	164	32(INT754) – 33 – 357(INT7397).
*BOPD-4	12° 00'.86 N	80° 12'.25 E	165	32(INT754) – 33 – 357(INT7397).
*BOKS-4	16° 14'.92 N	82° 06'.30 E	175	31 – 32(INT754) – 355(INT7405).
*BOVS-4	17° 49'.19 N	84° 00'.08 E	174	31 – 32(INT754) – 308 – 354(INT7408) – 391.
*BOVD-3	17° 45'.12 N	84° 01'.65 E	170	31 – 32(INT754) – 308 – 354(INT7408) – 391.
*BSVS-3	17° 03'.54 N	83° 03'.25 E	170	31 – 32(INT754) – 391 – 354(INT7408)
*BOKD-4	16° 03'.13 N	82° 10'.87 E	330	31 – 32(INT754) – 355(INT7405).
*BOGS-5	19° 24'.73 N	85° 41'.70 E	185	31 – 352(INT7416).
*BOGD-5	19° 23'.14 N	85° 47'.63 E	171	31 – 352(INT7416).
*BSGS-3	18° 34'.93 N	84° 52'.12 E	173	31 – 352(INT7416).
*BNBD-5	19° 03'.58 N	88° 55'.88 E	330	31.

* Indicates new or revised entries.

2. All positions referred to WGS 84 datum.
3. Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.

Former INM 259(T)/12 is cancelled.

***119(T)(10/13) INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges.**

Source: INS Gharial.

1. Unexploded charges reported dumped by INS Gharial in position 17° 05'.00N., 83° 25'.00E on 17 Apr 13 and 19 Apr 13.
2. Mariners to take note.

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

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 icgmrcc_mumbai@mtnl.net . Any suspicious activity of skiffs / boats to be photographed if possible. Merchant vessels with armed guards on board are to report presence of guards to Indian Navy/Coast Guard while transiting Indian EEZ.

(Source - NAVAREA VIII Warning 100/12)

3. **DISPLAY ANOMALIES IN ECDIS**

(a) Mariners are advised that the International Hydrographic Organization (IHO) check data set shows that some ECDIS systems fail to display some significant underwater features in the standard display mode. The use of this check data set, issued through ENC service providers and available from the IHO website www.iho.int, to check the operation of ECDIS is strongly recommended. JRC has confirmed that certain versions of JRC ECDIS fail to display some types of wreck and obstructions, including stranded wrecks, in any display mode.

Where JRC ECDIS is in use, paper charts should be the primary means of navigation until the ECDIS has been proved to operate correctly. See www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html for further information.

(b) Some Electronic Chart Display and Information Systems (ECDIS) may exhibit operating anomalies. The International Maritime Organization's (IMO) circular SN.1/CIRC.312 pages /imodocs.aspx (registration required) lists identified anomalies, Their characteristics and remedial advice. Mariners are reminded that they should access the International Hydrographic Organization (IHO) data presentation and performance check (DPPC) dataset (news links of <http://www.iho.int/srv1>) and ensure that all installed ECDIS units are checked.

(Source - NAVAREA VIII Warning 141/12 & 529/12)

3. **SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME**

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

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

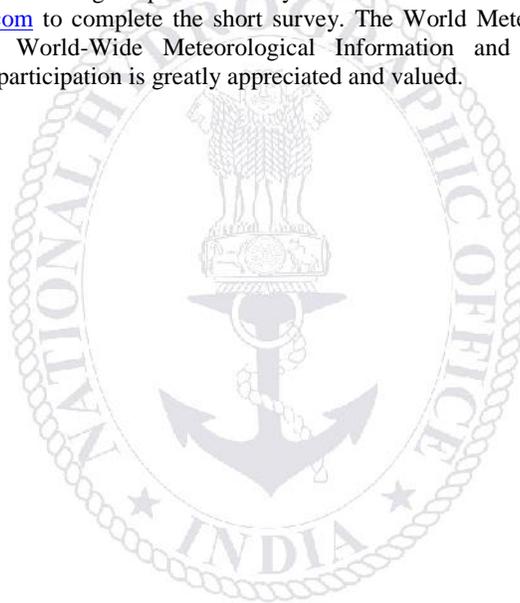
Zone (EEZ) due to increased weather related marine accidents and dense traffic. These are mandatory for all Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

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

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

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

The International Hydrographic Organization's World-Wide Navigational Warning Service (WWNWS) is conducting a survey concerning the quality of Maritime Safety Information broadcast via SAFETYNET and NAVTEX to identify measures to improve service. It provides an opportunity to comment on the quality of the content and reception of Navigational Warnings provided by each NAVAREA coordinator. Please visit <http://www.needtopopulatethis.com> to complete the short survey. The World Meteorological Organization offers a similar survey regarding the World-Wide Meteorological Information and warning service available at: www.jcomm.info/mmmms. Your participation is greatly appreciated and valued.



Distribution of Indian Paper Charts and Nautical Publications

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

<p>JEPPESEN MARINE Jeppesen 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 Paleiskade 100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie cor@chartworx.nl</p>	

List of Indian Chart Agents.

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: cmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publications 2/524 Sundeep Road, Chinna Neelangerai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : 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 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 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 – 2012.

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

2012 SERIES – 531 661 662

2013 SERIES – 003 008 012 026 035 036 046 148 160 175 177 187 197 203 204 218 224 225
228 233 235 236 238 243 248 251 253 256 257 258 260 262 265 266 268 270 271 272 273
274 275 276 278 279 280

3. NAVAREA VIII Warnings issued during the period from 06 Apr to 30 Apr 13 (both dates inclusive) are as tabulated below: –

<p>237. The International Hydrographic Organization's World-Wide Navigational Warning Service (WWNWS) is conducting a survey concerning the quality of maritime safety information broadcast via SafetyNET and NAVTEX to identify measures to improve service. please visit http://www.surveymonkey.com/s/iho_survey (all in lower case) to complete the short survey.</p> <p>2. The world meteorological organization offers a similar survey regarding the world-wide meteorological information and warning service available at www.jcomm.info/mrms.</p> <p>3. Your participation is greatly appreciated and valued.</p> <p>4. Cancel this MSG.</p>																																																														
<p>238. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing by Naval Coast battery</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Date</th> <th style="text-align: left;">Time (UTC)</th> <th colspan="3"></th> </tr> </thead> <tbody> <tr> <td>03 MAY 13</td> <td>0900 TO 1200</td> <td colspan="3"></td> </tr> <tr> <td>07 MAY 13</td> <td>0900 TO 1200</td> <td colspan="3"></td> </tr> <tr> <td>10 MAY 13</td> <td>0900 TO 1200</td> <td colspan="3"></td> </tr> <tr> <td>14 MAY 13</td> <td>0900 TO 1200</td> <td colspan="3"></td> </tr> <tr> <td>17 MAY 13</td> <td>0900 TO 1200</td> <td colspan="3"></td> </tr> <tr> <td>21 MAY 13</td> <td>0900 TO 1200</td> <td colspan="3"></td> </tr> <tr> <td>24 MAY 13</td> <td>0900 TO 1200 AND 1230 TO 1430</td> <td colspan="3"></td> </tr> <tr> <td>28 MAY 13</td> <td>0900 TO 1200</td> <td colspan="3"></td> </tr> <tr> <td>31 MAY 13</td> <td>0900 TO 1200</td> <td colspan="3"></td> </tr> </tbody> </table> <p>2. Danger area bounded by</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 25%;">(a) 09-57.5N</td> <td style="width: 25%;">075-59.5E</td> <td style="width: 25%;">(b) 09-57.7N</td> <td style="width: 25%;">076-14.2E</td> </tr> <tr> <td>(c) 09-44.0N</td> <td>076-17.5E</td> <td>(d) 09-42.5N</td> <td>076-09.5E</td> </tr> </tbody> </table> <p>3. Safe flying height 10000 metres</p> <p>4. Cancel this MSG 311300 UTC May 13.</p>					Date	Time (UTC)				03 MAY 13	0900 TO 1200				07 MAY 13	0900 TO 1200				10 MAY 13	0900 TO 1200				14 MAY 13	0900 TO 1200				17 MAY 13	0900 TO 1200				21 MAY 13	0900 TO 1200				24 MAY 13	0900 TO 1200 AND 1230 TO 1430				28 MAY 13	0900 TO 1200				31 MAY 13	0900 TO 1200				(a) 09-57.5N	075-59.5E	(b) 09-57.7N	076-14.2E	(c) 09-44.0N	076-17.5E	(d) 09-42.5N	076-09.5E
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(c) 09-44.0N	076-17.5E	(d) 09-42.5N	076-09.5E																																																											
<p>239. India West Coast – Off Mormugao. Charts 22 257 272 293 INT 71 INT 705. Firing practice by Naval ships between 062330 UTC May to 101230 UTC May 13 in area bounded by</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 25%;">(a) 12-30N</td> <td style="width: 25%;">071-00E</td> <td style="width: 25%;">(b) 14-30N</td> <td style="width: 25%;">071-00E</td> </tr> <tr> <td>(c) 14-30N</td> <td>073-00E</td> <td>(d) 12-30N</td> <td>073-00E</td> </tr> </tbody> </table> <p>2. Safe flying height 20000 Metres</p> <p>3. Cancel this MSG 101330 UTC May 13.</p>					(a) 12-30N	071-00E	(b) 14-30N	071-00E	(c) 14-30N	073-00E	(d) 12-30N	073-00E																																																		
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<p>240. Cancel NAVAREA VIII 239/13 . India West Coast – Off Mormugao. Charts 22 257 272 293 INT 71 INT 705 . Firing practice by Naval Ships between 062330 UTC May to 101230 UTC May 13 in area bounded by</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 25%;">(a) 12-30N</td> <td style="width: 25%;">071-00E</td> <td style="width: 25%;">(b) 15-30N</td> <td style="width: 25%;">071-00E</td> </tr> <tr> <td>(c) 15-30N</td> <td>073-00E</td> <td>(d) 12-30N</td> <td>073-00E</td> </tr> </tbody> </table> <p>2. Safe flying height 20000 metres</p> <p>3. Cancel this MSG 101330 UTC May 13.</p>					(a) 12-30N	071-00E	(b) 15-30N	071-00E	(c) 15-30N	073-00E	(d) 12-30N	073-00E																																																		
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<p>241. Cancel NAVAREA VIII 231/13 and this MSG.</p>																																																														
<p>242. India West Coast-Off Mumbai. Charts 21 22 211 256 292 293 INT 705. Wreck removal of MV Rak carrier from 18-16.73N 072-28.19E and retrieval of wrecking buoy UPCO-III from 18-15.35N 072-41.50E is in progress by lighthouse tender Vessel MV Sagardeep-II</p> <p>2. Caution Advised.</p>																																																														

243. India West Coast – Off Okha . Charts 21 202 203 251 271 291 2013 INT 705 . Fishing boat Hansraj (VRL-8502) reported sunk in vicinity 22-28.40N 068-54.00E at 272055 UTC Apr 13					
2. Caution advised.					
244. India West Coast-Off Mumbai . Charts 21 22 255 292 293 INT 706 . Cable ship Asean Restorer will carry out submarine cable rerouting operation till 10 May 13 in area bounded by					
(A)	18-58.95N	071-36.55E	(b)	18-57.85N	071-36.56E
(c)	18-57.97N	071-38.32E	(d)	18-59.05N	071-38.30E
2. Wide berth of 01 NM requested					
3. Cancel this MSG 110001 UTC May 13.					
245. India West Coast- Arabian Sea . Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706 . rig list . correct at 011002 UTC May 13					
	ABAN ICE		18-19.47N		071-46.51E
	ABAN III		20-20.16N		072-01.35E
	ABAN IV		19-06.08N		070-56.43E
	ABAN VII		20-21.16N		071-48.46E
	BADRINATH		18-56.09N		071-09.24E
	CE THROTON		19-34.69N		071-20.09E
	DEEP DRILLER 1		21-03.80N		072-31.60E
	DEEP SEA FORTUNE		22-26.05N		068-27.37E
	DEEP SEA FOSSIL		19-20.95N		071-18.20E
	DISCOVERY-1		18-38.20N		071-00.93E
	DYNAMIC VISION		18-39.23N		070-58.87E
	ENERGY DRILLER		18-24.54N		071-33.42E
	ENSCO 54		19-16.76N		071-59.33E
	FG MC CLINTOK		19-22.75N		071-25.25E
	GREAT DRILLER CHAAYA		18-43.64N		072-13.66E
	GREATDRILL CHETNA		20-37.75N		072-04.05E
	GREATDRILL CHITRA		18-54.75N		071-49.57E
	JT ANGEL		18-33.76N		072-17.63E
	KEDARNATH		22-28.31N		068-29.29E
	NOBLE CHARLIE YESTER		21-03.69N		072-25.30E
	NOBLE ED HOLT		19-18.21N		071-30.65E
	NOBLE KENNETH DELANEY		18-31.89N		072-16.74E
	RON TAPMEYER		20-43.00N		072-19.06E
	SAGAR GAURAV		19-16.82N		072-11.74E
	SAGAR JYOTI		22-43.18N		068-27.93E
	SAGAR KIRAN		19-26.18N		071-10.90E
	SAGAR LAXMI		18-36.16N		071-01.65E
	SAGAR PRAGATI		18-32.27N		072-15.44E
	TRIDENT II		19-00.48N		072-09.08E
	TRIDENT XII		22-40.95N		068-30.27E
	VIRTUE 1		18-57.12N		072-10.81E
Wide berth requested					
2. Cancel NAVAREA VIII 230/13.					
246. India West Coast- Port of Mumbai . Charts 21 22 211 255 292 293 2015 2016 2076 INT 705 INT 706 . Firing exercise by middle ground Oyster rock and Colaba point from 0400 UTC to 0730 UTC on 08 May 13 . Danger area bounded by					
Middle ground					
(a)	18-54.65N	072-50.58E	(b)	18-50.00N	072-54.50E
(c)	18-54.50N	072-54.00E	(d)	18-55.16N	072-54.83E
Oyster Rock					
(a)	18-54.65N	072-50.58E	(b)	18-50.00N	072-54.50E
(c)	18-48.00N	072-52.00E	(d)	18-54.08N	072-49.80E
Colaba Point					
(a)	18-48.00N	072-38.00E	(b)	18-53.58N	072-48.75E
(c)	19-00.00N	072-44.08E	(d)	19-00.00N	072-38.00E
2. Safe flying height 2000 metres					
3. Cancel this MSG 080830 UTC May 13.					

<p>247. India West Coast-Off Manjeshwar . Charts 22 217 218 258 272 INT 705 . MSV C Kuruppa Muthamanan (CLR-166) carrying cargo construction material reported sunk in vicinity 12-42.20N 074-48.80E at 300900 UTC Apr 13 in 19 metres depth</p> <p>2. All crew rescued.</p> <p>3. Caution advised.</p>																																																																																															
<p>248. India West Coast-Vijaydurg Creek . Charts 22 213 256 293 2038 INT 705 . Buoys with characteristic F.R (OCT TO MAY) and R (OCT TO MAY) charted in Position 16-33.60N 073-20.30E and 16-33.40N 073-20.40E reported missing</p> <p>2. Caution advised.</p>																																																																																															
<p>249. India West Coast-Off Mumbai . Charts 21 22 211 255 256 292 293 2015 2016 INT 705 INT 706 . Naval ships will tow gear from and to Mumbai dockyard between 2330 UTC to 1530 UTC from 05 May to 07 May 13 to undertake exercise in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>18-34.50N</td> <td>072-33.75E</td> <td>(b)</td> <td>18-34.50N</td> <td>072-35.90E</td> </tr> <tr> <td>(c)</td> <td>18-28.50N</td> <td>072-33.75E</td> <td>(d)</td> <td>18-28.50N</td> <td>072-35.90E</td> </tr> </table> <p>2. The vessel will be towing metal cable upto 500 metres length (zero end is marked with yellow coloured tail buoy with white flashing light)</p> <p>3. Wide berth requested around the vessels when in transit and wide berth of 02 nm around the designated area</p> <p>4. Cancel this MSG 071630 UTC May 13.</p>			(a)	18-34.50N	072-33.75E	(b)	18-34.50N	072-35.90E	(c)	18-28.50N	072-33.75E	(d)	18-28.50N	072-35.90E																																																																																	
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<p>250. India West Coast- Arabian Sea . Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706 . rig list . correct at 031002 UTC May 13</p> <table border="0"> <tr><td>ABAN ICE</td><td>18-19.47N</td><td>071-46.51E</td></tr> <tr><td>ABAN III</td><td>19-00.60N</td><td>072-11.96E</td></tr> <tr><td>ABAN IV</td><td>19-06.08N</td><td>070-56.43E</td></tr> <tr><td>ABAN VII</td><td>20-21.16N</td><td>071-48.46E</td></tr> <tr><td>BADRINATH</td><td>18-56.09N</td><td>071-09.24E</td></tr> <tr><td>CE THROTON</td><td>19-34.69N</td><td>071-20.09E</td></tr> <tr><td>DEEP DRILLER 1</td><td>21-03.80N</td><td>072-31.60E</td></tr> <tr><td>DEEP SEA FORTUNE</td><td>22-26.05N</td><td>068-27.37E</td></tr> <tr><td>DEEP SEA FOSSIL</td><td>19-20.95N</td><td>071-18.20E</td></tr> <tr><td>DISCOVERY-1</td><td>18-38.20N</td><td>071-00.93E</td></tr> <tr><td>DYNAMIC VISION</td><td>18-39.23N</td><td>070-58.87E</td></tr> <tr><td>ENERGY DRILLER</td><td>18-24.54N</td><td>071-33.42E</td></tr> <tr><td>ENSCO 54</td><td>19-16.76N</td><td>071-59.33E</td></tr> <tr><td>FG MC CLINTOK</td><td>19-22.75N</td><td>071-25.25E</td></tr> <tr><td>GREAT DRILLER CHAAYA</td><td>18-43.64N</td><td>072-13.66E</td></tr> <tr><td>GREATDRILL CHETNA</td><td>19-18.30N</td><td>071-58.56E</td></tr> <tr><td>GREATDRILL CHITRA</td><td>18-54.75N</td><td>071-49.57E</td></tr> <tr><td>JT ANGEL</td><td>18-33.76N</td><td>072-17.63E</td></tr> <tr><td>KEDARNATH</td><td>22-28.31N</td><td>068-29.29E</td></tr> <tr><td>NOBLE CHARLIE YESTER</td><td>21-03.69N</td><td>072-25.30E</td></tr> <tr><td>NOBLE ED HOLT</td><td>19-18.21N</td><td>071-30.65E</td></tr> <tr><td>NOBLE KENNETH DELANEY</td><td>18-31.89N</td><td>072-16.74E</td></tr> <tr><td>RON TAPMEYER</td><td>20-43.00N</td><td>072-19.06E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-16.82N</td><td>072-11.74E</td></tr> <tr><td>SAGAR JYOTI</td><td>22-43.18N</td><td>068-27.93E</td></tr> <tr><td>SAGAR KIRAN</td><td>19-26.18N</td><td>071-10.90E</td></tr> <tr><td>SAGAR LAXMI</td><td>18-36.16N</td><td>071-01.65E</td></tr> <tr><td>SAGAR PRAGATI</td><td>18-32.27N</td><td>072-15.44E</td></tr> <tr><td>TRIDENT II</td><td>19-00.48N</td><td>072-09.08E</td></tr> <tr><td>TRIDENT XII</td><td>22-40.95N</td><td>068-30.27E</td></tr> <tr><td>VIRTUE 1</td><td>18-57.12N</td><td>072-10.81E</td></tr> </table> <p>Wide berth requested</p> <p>2. Cancel NAVAREA VIII 245/13.</p>			ABAN ICE	18-19.47N	071-46.51E	ABAN III	19-00.60N	072-11.96E	ABAN IV	19-06.08N	070-56.43E	ABAN VII	20-21.16N	071-48.46E	BADRINATH	18-56.09N	071-09.24E	CE THROTON	19-34.69N	071-20.09E	DEEP DRILLER 1	21-03.80N	072-31.60E	DEEP SEA FORTUNE	22-26.05N	068-27.37E	DEEP SEA FOSSIL	19-20.95N	071-18.20E	DISCOVERY-1	18-38.20N	071-00.93E	DYNAMIC VISION	18-39.23N	070-58.87E	ENERGY DRILLER	18-24.54N	071-33.42E	ENSCO 54	19-16.76N	071-59.33E	FG MC CLINTOK	19-22.75N	071-25.25E	GREAT DRILLER CHAAYA	18-43.64N	072-13.66E	GREATDRILL CHETNA	19-18.30N	071-58.56E	GREATDRILL CHITRA	18-54.75N	071-49.57E	JT ANGEL	18-33.76N	072-17.63E	KEDARNATH	22-28.31N	068-29.29E	NOBLE CHARLIE YESTER	21-03.69N	072-25.30E	NOBLE ED HOLT	19-18.21N	071-30.65E	NOBLE KENNETH DELANEY	18-31.89N	072-16.74E	RON TAPMEYER	20-43.00N	072-19.06E	SAGAR GAURAV	19-16.82N	072-11.74E	SAGAR JYOTI	22-43.18N	068-27.93E	SAGAR KIRAN	19-26.18N	071-10.90E	SAGAR LAXMI	18-36.16N	071-01.65E	SAGAR PRAGATI	18-32.27N	072-15.44E	TRIDENT II	19-00.48N	072-09.08E	TRIDENT XII	22-40.95N	068-30.27E	VIRTUE 1	18-57.12N	072-10.81E
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<p>251. Andaman Sea-Yangoon River Channel . Charts 41 411 452 4019 INT 706 . Wreck of Oil Tanker M T Myan Aung reported in vicinity 16-39.99N 096-14.50E Marked by wreck marking buoy . Buoy spur in shape, red in colour and characteristic FL R every 1 second</p> <p>2. Caution advised.</p>																																																																																															

252.	NAVAREA VIII-MESSAGES IN FORCE AS ON 031004 UTC MAY 13			
	2012 Series –531 661 662			
	2013 Series - 003 008 012 026 035 036 046 135 148 160 171 175 177 183 187 197 203			
	204	206	210	213 214 215 218 224 225 227 228 232 233 235 236 238 240 242 243 244 246
	247	248	249	250 251
(A)	NAVAREA VIII warnings less than 42 days old (160/13 onward) are promulgated via SafetyNET			
(B)	Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in			
(C)	Texts of NAVAREA VIII warnings are also printed in Section V of fortnightly editions of Indian Notices to Mariners			
2.	Cancel this MSG 101001 UTC May 13.			
253.	Bay of Bengal – Off Kakinada . Charts 31 32 354 INT 71 INT 706 . Man overboard reported in vicinity 17-00.6N 082-25.6E at 29 Apr 13			
2.	Vessels transiting through the area to keep sharp look out and render assistance.			
254.	India West Coast- Arabian Sea . Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706 . rig list . correct at 031400 UTC May 13			
	ABAN ICE	18-19.47N	071-46.51E	
	ABAN III	19-00.60N	072-11.96E	
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	RON TAPPEMEYER	20-43.00N	072-19.06E	
	SAGAR GAURAV	19-16.82N	072-11.74E	
	SAGAR JYOTI	22-43.18N	068-27.93E	
	SAGAR KIRAN	19-26.18N	071-10.90E	
	SAGAR LAXMI	18-36.16N	071-01.65E	
	SAGAR PRAGATI	18-32.27N	072-15.44E	
	TRIDENT II	19-00.48N	072-09.08E	
	TRIDENT XII	22-40.95N	068-30.27E	
	VIRTUE 1	18-57.12N	072-10.81E	
	wide berth requested			
2.	Cancel NAVAREA VIII 250/13.			
255.	Cancel NAVAREA VIII 214/13 and this MSG . INM 102/13 Refers			
256.	India West Coast – Off Navadra . Charts 21 204 252 271 291 292 INT 705. Survey vessel MV Vyacheslav Tikhonov will carry out 3D seismic survey operation as follows			
	Till 17 May 13 in area bounded by			
	(a)	21-58.03N	068-28.03E	(b) 22-06.32N 068-58.76E
	(c)	21-56.30N	068-59.90E	(d) 21-48.40N 068-30.95E
	From 18 May to 05 Jun 13 in area bounded by			
	(a)	21-50.72N	068-31.09E	(b) 21-58.37N 068-59.63E
	(c)	21-47.98N	069-01.01E	(d) 21-41.01N 068-33.72E
2.	The vessel will be towing six streamers of length 4.7 NM . End marked with white flashing lights			
3.	WIDE BERTH OF 6.5 NM AROUND THE VESSEL REQUESTED			
4.	Cancel this MSG 060001 UTC Jun 13.			

<p>257. Cancel NAVAREA VIII 242/13 . India West Coast-Off Mumbai . Charts 21 22 211 256 292 293 INT 705. Wrecking Buoy UPCO-III reported missing from 18-51.35N 072-41.50E and wreck marking buoy MV Rak Carrier reported drifted to 18-46.44N 072-29.02E</p> <p>2. Caution advised.</p>																																	
<p>258. Cancel NAVAREA VIII 206/13 . India West Coast – Gulf of Khambhat. Charts 21 207 254 292 INT 705 INT 706. Narmada channel marking Buoy No 4, Buoy No 6 and Sultanpur Buoy Unlit</p> <p>2. Buoy No 2 Off station at 20-36.52N 071-58.41E</p> <p>3. Buoy No 6 Off station at 20-52.66N 072-06.35E</p> <p>4. Buoy No 9 off station at 21-03.53N 072-09.89E</p> <p>5. Buoy No 7 reported missing</p> <p>6. Caution advised</p>																																	
<p>259. Cancel NAVAREA VIII 213/13, 215/13 and this MSG. INM 103/13 and 098/13 refers</p>																																	
<p>260. India West Coast-Off Karwar . Charts 22 257 293 INT 71 INT 705. Naval ship will carry out under water operation from 08 May to 15 May 13 in area bounded by</p> <table> <tr> <td>(a)</td> <td>14-46.50N</td> <td>072-30.80E</td> <td>(b)</td> <td>14-46.50N</td> <td>073-13.00E</td> </tr> <tr> <td>(c)</td> <td>14-57.00N</td> <td>073-13.00E</td> <td>(d)</td> <td>14-57.00N</td> <td>072-30.80E</td> </tr> </table> <p>2. Wide berth of 03 NM requested</p> <p>3. Cancel this MSG 160001 UTC May 13.</p>	(a)	14-46.50N	072-30.80E	(b)	14-46.50N	073-13.00E	(c)	14-57.00N	073-13.00E	(d)	14-57.00N	072-30.80E																					
(a)	14-46.50N	072-30.80E	(b)	14-46.50N	073-13.00E																												
(c)	14-57.00N	073-13.00E	(d)	14-57.00N	072-30.80E																												
<p>261. The International Hydrographic Organization’s World-Wide Navigational Warning Service (WWNWS) is conducting a survey concerning the quality of Maritime Safety Information broadcast via SafetyNET and NAVTEX to identify measures to improve service. Please visit http://www.surveymonkey.com/s/iho_survey (all in lower case) to complete the short survey</p> <p>2. The World meteorological organization offers a similar survey regarding the World-Wide Meteorological Information and warning service available at www.jcomm.info/mmmms</p> <p>3. Your participation is greatly appreciated and valued</p> <p>4. Cancel this MSG.</p>																																	
<p>262. Cancel NAVAREA VIII 247/13 . India West Coast-Off Manjeshwar. Charts 22 217 218 258 272 INT 705 . MSV C Kuruppa Muthamanan (CLR-166) Carrying cargo construction material reported sunk at 300900 UTC Apr 13 . Last known position 12-40.23N 074-52.27E at 061006 UTC May 13</p> <p>2. All crew rescued</p> <p>3. Caution advised.</p>																																	
<p>263. India West Coast – Okha . Charts 21 202 203 251 271 291 2013 2068 INT 705 . Firing by Naval Coast battery between 0530 UTC to 0730 UTC on 14 May 13</p> <p>2. Danger area from 300 degree to 020 degree up to 12 NM seaward from position 22-28.03N 069-04.98E</p> <p>3. Safe flying height 13000 metres</p> <p>4. Cancel this MSG 140830 UTC May 13.</p>																																	
<p>264. India East Coast- Bay of Bengal . Charts 31 32 33 354 355 357 391 INT 706. Rig list. correct at 081001 UTC May 13</p> <table> <tr> <td>ABAN II</td> <td>16-44.23N</td> <td>082-23.67E</td> </tr> <tr> <td>ACTINIA</td> <td>16-13.41N</td> <td>082-10.80E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-13.47N</td> <td>081-38.53E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-1</td> <td>15-28.25N</td> <td>084-57.31E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-2</td> <td>12-09.65N</td> <td>080-19.15E</td> </tr> <tr> <td>GSF-140</td> <td>16-31.68N</td> <td>082-28.43E</td> </tr> <tr> <td>MG HULME JR</td> <td>16-36.06N</td> <td>082-25.50E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-16.45N</td> <td>082-11.86E</td> </tr> <tr> <td>PLATINUM EXPLORER</td> <td>19-36.20N</td> <td>086-32.20E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-13.96N</td> <td>081-45.89E</td> </tr> <tr> <td>D S SAGAR VIJAY</td> <td>16-19.08N</td> <td>082-16.00E</td> </tr> </table> <p>Wide berth requested</p> <p>2. Cancel NAVAREA VIII 210/13.</p>	ABAN II	16-44.23N	082-23.67E	ACTINIA	16-13.41N	082-10.80E	DEEP SEA MATDRILL	16-13.47N	081-38.53E	DSR DHIRUBHAI DEEPWATER KG-1	15-28.25N	084-57.31E	DSR DHIRUBHAI DEEPWATER KG-2	12-09.65N	080-19.15E	GSF-140	16-31.68N	082-28.43E	MG HULME JR	16-36.06N	082-25.50E	NOBLE DUCHESS	16-16.45N	082-11.86E	PLATINUM EXPLORER	19-36.20N	086-32.20E	SAGAR RATNA	16-13.96N	081-45.89E	D S SAGAR VIJAY	16-19.08N	082-16.00E
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D S SAGAR VIJAY	16-19.08N	082-16.00E																															
<p>265. India East Coast-Sandheads. Charts 31 301 351 INT 71 INT 706. Met ocean data collection is in progress by deploying yellow coloured wave buoy (height 3.4 metres, diameter 1.85) flashing yellow lights till 15 Oct 13 in area bounded by</p> <table> <tr> <td>(a)</td> <td>20-53.04N</td> <td>087-55.78E</td> <td>(b)</td> <td>20-53.03N</td> <td>087-56.45E</td> </tr> <tr> <td>(c)</td> <td>20-52.42N</td> <td>087-56.45E</td> <td>(d)</td> <td>20-52.42N</td> <td>087-55.77E</td> </tr> </table> <p>2. 01 NM berth around the buoy requested</p> <p>3. Cancel this MSG 160001 UTC Oct 13.</p>	(a)	20-53.04N	087-55.78E	(b)	20-53.03N	087-56.45E	(c)	20-52.42N	087-56.45E	(d)	20-52.42N	087-55.77E																					
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<p>266. Indian Ocean-Ninety East Ridge . Charts INT 71 INT 73 INT 707. Green, yellow, blue and white coloured vessel Akith Divyanjana (REGD. IMUL-A-0451-TLE, length 11.28 metres) reported missing in vicinity 00-00N 089-00E with six crew AT 022330 UTC May 13</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																																			
<p>267. Indian Ocean-Ceylon Plain. Charts INT 71 INT 73 INT 707 . Yellow coloured vessel Suraj Putha (REGD. IMUL-A-0239-KLT, length 12.20 metres) reported missing in vicinity 03-00N 083-00E with six crew at 020330 UTC May 13.</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																																			
<p>268. India West Coast - Trivandrum. Charts 22 32 222 260 INT 706 . RH 200 Rocket launch from Thumba equatorial rocket launching station 08-31.98N 076-52.05E between 0530 UTC TO 0730 UTC on 16 May 13</p> <p>2. Danger zones</p> <p>(a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree</p> <p>(B) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree</p> <p>3. Cancel this MSG 160830 UTC May 13.</p>																																			
<p>269. Indian Ocean-Ceylon Plain. Charts INT 71 INT 73 INT 707 . Following Sri Lankan fishing vessel reported adrift due to engine failure</p> <p>(a) Manoj Putta 2 (REGD. IMUL-A-0358-MTR, length aprox. 10.67 metres, colour white) in vicinity 01-39N 084-59E AT 091030 UTC May 13 with five crew</p> <p>(B) Lakshi duwa 06 (REGD. IMUL-A-0398-KLT, length 12.20 metres, colour yellow) in vicinity 01-17N 081.00E at 060230 UTC May 13 with five crew</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																																			
<p>270. Indian Ocean – Off Reunion Island . Charts INT 70 INT 71 INT 700 INT 735. Catamaran Blue Cat will carry out scientific research operations from 11 May to 25 May 13 in the following area</p> <p>(A) Between 20-54.4S and 21-21.0S</p> <p>(B) Between 055-05E and coastline between Pointe Des Galets and Port of Saint Pierre</p> <p>2. 0.5 NM Berth requested around the vessel</p> <p>3. Cancel this MSG 260001 UTC May 13.</p>																																			
<p>271 Bay of Bengal – Off Kakinada . CHARTS 31 32 354 355 INT 71 INT 706. Firing practice by Naval Ships between 0030 UTC and 0630 UTC from 18 May to 20 May 13 in Area bounded by</p> <table border="0"> <tr> <td>(a) 16-43N</td> <td>083-20E</td> <td>(B) 15-21N</td> <td>084-56E</td> </tr> <tr> <td>(c) 14-58N</td> <td>084-35E</td> <td>(D) 15-55N</td> <td>082-46E</td> </tr> </table> <p>2. Safe flying height 22000 metres</p> <p>3. Cancel this MSG 200730 UTC May 13.</p>			(a) 16-43N	083-20E	(B) 15-21N	084-56E	(c) 14-58N	084-35E	(D) 15-55N	082-46E																									
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<p>272. Cancel NAVAREA VIII 240/13 . INDIA WEST COAST – OFF MORMUGAO. Charts 22 257 272 293 INT 71 INT 705 . Firing practice by Naval Ships between 202330 UTC May TO 241230 UTC May 13 in area bounded by</p> <table border="0"> <tr> <td>(a) 15-40N</td> <td>071-00E</td> <td>(b) 15-40N</td> <td>072-40E</td> </tr> <tr> <td>(c) 12-30N</td> <td>071-00E</td> <td>(d) 12-30N</td> <td>072-40E</td> </tr> </table> <p>2. Safe flying height 20000 Metres</p> <p>3. Cancel this MSG 241330 UTC May 13.</p>			(a) 15-40N	071-00E	(b) 15-40N	072-40E	(c) 12-30N	071-00E	(d) 12-30N	072-40E																									
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<p>273. India East Coast- Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 101005 UTC May 13</p> <table border="0"> <tr> <td>ABAN II</td> <td>16-44.23N</td> <td>082-23.67E</td> </tr> <tr> <td>ACTINIA</td> <td>16-14.80N</td> <td>082-10.99E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-13.47N</td> <td>081-38.53E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-1</td> <td>15-28.25N</td> <td>084-57.31E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-2</td> <td>12-09.65N</td> <td>080-19.15E</td> </tr> <tr> <td>GSF-140</td> <td>16-31.68N</td> <td>082-28.43E</td> </tr> <tr> <td>MG HULME JR</td> <td>16-36.06N</td> <td>082-25.50E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-16.45N</td> <td>082-11.86E</td> </tr> <tr> <td>PLATINUM EXPLORER</td> <td>19-36.20N</td> <td>086-32.20E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-13.96N</td> <td>081-45.89E</td> </tr> <tr> <td>D S SAGAR VIJAY</td> <td>16-19.08N</td> <td>082-16.00E</td> </tr> </table> <p>wide berth requested</p> <p>2. Cancel NAVAREA VIII 264/13.</p>			ABAN II	16-44.23N	082-23.67E	ACTINIA	16-14.80N	082-10.99E	DEEP SEA MATDRILL	16-13.47N	081-38.53E	DSR DHIRUBHAI DEEPWATER KG-1	15-28.25N	084-57.31E	DSR DHIRUBHAI DEEPWATER KG-2	12-09.65N	080-19.15E	GSF-140	16-31.68N	082-28.43E	MG HULME JR	16-36.06N	082-25.50E	NOBLE DUCHESS	16-16.45N	082-11.86E	PLATINUM EXPLORER	19-36.20N	086-32.20E	SAGAR RATNA	16-13.96N	081-45.89E	D S SAGAR VIJAY	16-19.08N	082-16.00E
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<p>274. NAVAREA VIII-Messages in force as on 101006 UTC May 13 2012 SERIES -531 661 662 2013 SERIES - 003 008 012 026 035 036 046 148 160 175 177 187 197 203 204 218 224 225 227 228 232 233 235 236 238 243 244 248 251 253 254 256 257 258 260 262 263 265 266 267 268 269 270 271 272 273</p> <p>(a) NAVAREA VIII warnings less than 42 days old (175/13 onward) are promulgated via SafetyNET. (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in (C) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners</p> <p>2. Cancel this MSG 171001 UTC May 13.</p>																																				
<p>275. Cancel NAVAREA VIII 267/13 and 269/13 . Indian Ocean-Northern part . Charts 23 32 INT 71 INT 73 INT 706 INT 707 . Following Sri Lankan fishing vessel reported adrift due to engine failure</p> <p>(a) Manoj Putta 2 (REGD. IMUL-A-0358-MTR, length aprox. 10.67 metres, colour white) in vicinity 01-39N 084-59E at 091030 UTC May 13 with five crew (b) Lakshi Duwa 06 (REGD. IMUL-A-0398-KLT, length 12.20 metres, colour yellow) in vicinity 01-17N 081.00E at 060230 UTC May 13 with five crew (C) Kaveesha 2 (REGD. IMUL-A-0471-KLT, LENGTH APROX. 12.50 metres, colour green and yellow) in vicinity 02-42N 080-29E AT 111300 UTC May 13 with five crew (d) Dilshan 01 (REGD. IMUL-A-0276-KLT, length aprox. 12.20 metres, colour red white and blue) IN vicinity 10-59N 082-59E AT 111200 UTC May 13 with six crew</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance</p>																																				
<p>276. Indian Ocean-Mid Indian . Charts INT 71 INT 73 INT 707. Red and white coloured pillar buoy marked Rama reported adrift in vicinity 07-59.5S 080-27.0E AT 120710 UTC MAY 13</p> <p>2. Caution advised.</p>																																				
<p>278. Cancel NAVAREA VIII 232/13 . India West Coast- Gulf of Kachchh. Charts 21 203 2068 INT 705 . Salaya channel marking buoy Paga reported missing</p> <p>2. Mithapur buoy reported sunk in vicinity 22-24.71N 068-51.84E 3. Dhani buoy unlit 4. Ranwara buoy established AT 22-39.20N 069-19.80E 5. Caution advised</p>																																				
<p>279. India West Coast- Port of Mumbai. Charts 21 22 211 255 292 293 2015 2016 2076 INT 705 INT 706. firing exercise by middle ground Oyster Rock and Colaba Point from 0400 UTC TO 0730 UTC ON 22 May 13 . danger area bounded by</p> <p>Middle Ground</p> <table> <tr> <td>(a)</td> <td>18-54.65N</td> <td>072-50.58E</td> <td>(b)</td> <td>18-50.00N</td> <td>072-54.50E</td> </tr> <tr> <td>(c)</td> <td>18-54.50N</td> <td>072-54.00E</td> <td>(d)</td> <td>18-55.16N</td> <td>072-54.83E</td> </tr> </table> <p>Oyster Rock</p> <table> <tr> <td>(a)</td> <td>18-54.65N</td> <td>072-50.58E</td> <td>(b)</td> <td>18-50.00N</td> <td>072-54.50E</td> </tr> <tr> <td>(c)</td> <td>18-48.00N</td> <td>072-52.00E</td> <td>(d)</td> <td>18-54.08N</td> <td>072-49.80E</td> </tr> </table> <p>Colaba Point</p> <table> <tr> <td>(a)</td> <td>18-48.00N</td> <td>072-38.00E</td> <td>(b)</td> <td>18-53.58N</td> <td>072-48.75E</td> </tr> <tr> <td>(c)</td> <td>19-00.00N</td> <td>072-44.08E</td> <td>(d)</td> <td>19-00.00N</td> <td>072-38.00E</td> </tr> </table> <p>2. Safe flying height 2000 metres 3. Cancel this MSG 220830 UTC May 13</p>	(a)	18-54.65N	072-50.58E	(b)	18-50.00N	072-54.50E	(c)	18-54.50N	072-54.00E	(d)	18-55.16N	072-54.83E	(a)	18-54.65N	072-50.58E	(b)	18-50.00N	072-54.50E	(c)	18-48.00N	072-52.00E	(d)	18-54.08N	072-49.80E	(a)	18-48.00N	072-38.00E	(b)	18-53.58N	072-48.75E	(c)	19-00.00N	072-44.08E	(d)	19-00.00N	072-38.00E
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<p>280. India West Coast- Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. rig list . Correct at 151001 UTC May 13</p> <table> <tr> <td>ABAN ICE</td> <td>18-19.47N</td> <td>071-46.51E</td> </tr> <tr> <td>ABAN III</td> <td>19-00.60N</td> <td>072-11.96E</td> </tr> <tr> <td>ABAN IV</td> <td>19-06.08N</td> <td>070-56.43E</td> </tr> <tr> <td>ABAN VII</td> <td>20-21.16N</td> <td>071-48.46E</td> </tr> <tr> <td>BADRINATH</td> <td>17-55.79N</td> <td>071-24.81E</td> </tr> <tr> <td>CE THROTON</td> <td>19-34.69N</td> <td>071-20.09E</td> </tr> <tr> <td>DEEP DRILLER 1</td> <td>21-03.80N</td> <td>072-31.60E</td> </tr> <tr> <td>DEEP SEA FORTUNE</td> <td>22-26.05N</td> <td>068-27.37E</td> </tr> <tr> <td>DEEP SEA FOSSIL</td> <td>19-20.95N</td> <td>071-18.20E</td> </tr> <tr> <td>DISCOVERY-1</td> <td>18-38.20N</td> <td>071-00.93E</td> </tr> <tr> <td>DYNAMIC VISION</td> <td>18-39.23N</td> <td>070-58.87E</td> </tr> <tr> <td>ENERGY DRILLER</td> <td>18-24.54N</td> <td>071-33.42E</td> </tr> </table>	ABAN ICE	18-19.47N	071-46.51E	ABAN III	19-00.60N	072-11.96E	ABAN IV	19-06.08N	070-56.43E	ABAN VII	20-21.16N	071-48.46E	BADRINATH	17-55.79N	071-24.81E	CE THROTON	19-34.69N	071-20.09E	DEEP DRILLER 1	21-03.80N	072-31.60E	DEEP SEA FORTUNE	22-26.05N	068-27.37E	DEEP SEA FOSSIL	19-20.95N	071-18.20E	DISCOVERY-1	18-38.20N	071-00.93E	DYNAMIC VISION	18-39.23N	070-58.87E	ENERGY DRILLER	18-24.54N	071-33.42E
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280. India West Coast- Arabian Sea. Continue.		
ENSCO 54	19-16.76N	071-59.33E
FG MC CLINTOK	19-22.75N	071-25.25E
GREAT DRILLER CHAAYA	18-43.64N	072-13.66E
GREATDRILL CHETNA	19-18.30N	071-58.56E
GREATDRILL CHITRA	18-58.76N	071-37.73E
JT ANGEL	18-33.76N	072-17.63E
KEDARNATH	22-28.31N	068-29.29E
NOBLE CHARLIE YESTER	21-03.69N	072-25.30E
NOBLE ED HOLT	19-18.21N	071-30.65E
NOBLE KENNETH DELANEY	18-31.89N	072-16.74E
RON TAPMEYER	20-43.00N	072-19.06E
SAGAR GAURAV	19-16.82N	072-11.74E
SAGAR JYOTI	22-43.18N	068-27.93E
SAGAR KIRAN	19-26.18N	071-10.90E
SAGAR LAXMI	18-36.16N	071-01.65E
SAGAR PRAGATI	18-32.27N	072-15.44E
TRIDENT II	19-00.48N	072-09.08E
TRIDENT XII	22-40.95N	068-30.27E
VIRTUE 1	18-57.12N	072-10.81E
wide berth requested		
2. Cancel NAVAREA VIII 254/13		



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)

Bay of Bengal Pilot (INP-2)
Chapter -2 (Page – 114)
(Source: L&T Kattupalli port)

Article 2.92a,

Insert text at the end of Para 7, “One pair of leading lights, bearing 282.5°, is provided to assist in navigation through the channel.”

Article 2.92a,

Insert new para after para 16,

16a Navigational Aids.

(a) One pair of leading lights is installed to assist in navigation through the channel during day and night hours.

Transit marks	Position	Characteristics
Fwd. transit mark	13°18'.40N 80°20'.80E	Q W 1s 26m 5M
Rear transit mark	13°18'.47N 80°20'.48E	OcW 4s 32m 5M

Chapter -3 (Page – 146)

(Source: Marine department, Paradip Port Trust)

Article 3.31, Para 10

Delete berth details in second table and replace by,

SI No	Name of Berth	Admissible LOA, Beam & Draught (in.... Mtrs)		
		LOA	Beam	Draught
(i)	Iron ore Berth	260	33	13.0
(ii)	Coal Berth-I	260	33	14.0
(iii)	Coal Berth-II	260	33	14.0
(iv)	East Quay-I	260	33	11.0
(v)	East Quay-II	260	33	11.5
(vi)	East Quay-III	230	33	12.0
(vii)	South Quay	230	33	12.5
(viii)	Central Quay-I	230	33	14.5
(ix)	Central Quay-II	230	33	12.8
(x)	Central Quay-III	230	33	12.5
(xi)	Fertilizer Berth-I	230	33	12.5
(xii)	Fertilizer Berth-II	230	33	12.5
(xiii)	Multi-purpose Berth	190	33	12.5
(xiv)	North Oil Jetty	230	33	13.5
(xv)	SPM-I	370	60	21.0
(xvi)	SPM-II & III	370	65	23.0
(xvii)	Ro-Ro Jetty	90	20	5.0
(xviii)	North Quay-I	Barge / OSV /		5.0
(xix)	North Quay-II	Small Vessels		5.0
(xx)	Deep Sea Trawler Berth	Fishing Trawlers		5.0

Article 3.32,

Delete Para 2 and renumbered para 3,4,5,6 and 7 as 2,3,4,5, and 6.

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

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

NIL

INP 31(2), 2007

(Last correction: Edition No. 08 dated 16Apr 2013)

PAGE 33, India (Contd . . .) Section,
Insert after 79200 Paradip Lt

Dhamra Fairway Lt Racon 20°55'.37N 87°07'.06E **79210**
D

(Source: INHO)

(10/13)

INP 31(5), 2011

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

NIL

INP 31(6), 2012

(Last correction: Edition No. 08 dated 16Apr 13)

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.

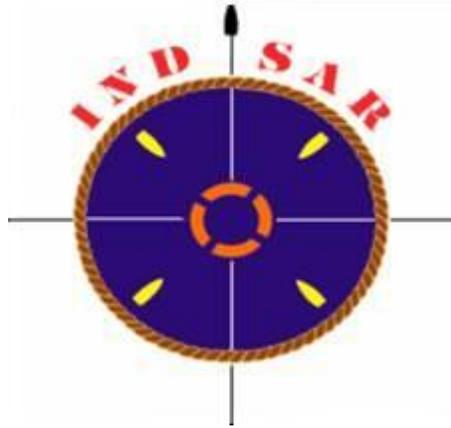


HYDROGRAPHIC NOTE		IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes Observed (Tick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