



# INDIAN NOTICES TO MARINERS



EDITION NO. 11 DATED 01 JUN 2013

(CONTAINS NOTICES 120 TO 130)

**REACH US 24 x 7**



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

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



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## II

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

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

**Chief Hydrographer  
to the Government of India**



### III

## **EXPLANATORY NOTES**

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

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

## IV

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

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

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

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

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

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

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

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

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

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

NIL

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN2354SK	354	SACRAMENTO SHOAL To KALINGAPATNAM	14-05-2013
IN42080G	2080	GULF OF KACHCHH EASTERN POTION	15-05-2013
IN62045P	2045	KOCHI HARBOUR	07-05-2013

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

<i>ENC Cell No</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN3354SK	354	SACRAMENTO SHOAL To KALINGAPATNAM	14-10-2004
IN62045C	2045	KOCHI HARBOUR	12-04-2013

4. The forthcoming Indian Charts are as follows:-

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

## 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: <a href="mailto:helpdesk@ukho.gov.uk">helpdesk@ukho.gov.uk</a> Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>	JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: <a href="mailto:enc@jeppesen.com">enc@jeppesen.com</a> , <a href="mailto:info@c-map.co.no">info@c-map.co.no</a> Website: <a href="http://www.jeppesen.com">www.jeppesen.com</a>
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: - <a href="http://www.primar.org">www.primar.org</a>	



**SECTION – I**

The list of charts affected by the Notices 120 to 130 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
21	2	130 (T)
22 (INT 752)	3	130 (T)
208	2	121
211	3	122, 124, 129 (T), 130 (T)
254 (INT 7331)	2	121
255 (INT 7334)	3	123, 124, 130 (T)
272	4	125
288	1	128
289	1	128
292 (INT 7021)	2	123, 130 (T)
293 (INT 7022)	3	123, 130 (T)
357 (INT 7397)	5	126
2001	3	129 (T)
2013 (INT 7324)	2	120
2015 (INT 7337)	3	129 (T)
2016 (INT 7336)	3	124, 129 (T), 130 (T)
2039	2	121
2076 (INT 7338)	3	129 (T)
3033	5	126
4019	7	127

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

**\*120/(11/13) INDIA – WEST COAST – Gulf of Kachchh – Port of Okha – Depth.**

Source: NHO Dehradun.

**Chart 2013 (INT 7324)** [previous update NE 15 Nov 13]

Delete  22° 30' .84N., 69° 04' .74E.

**\*121/(11/13) INDIA – WEST COAST – Approaches to Gulf of Khambhat – Foul.**

Source: VTS Khambhat.

**Chart 208** [previous update 032/13]

Insert # 21° 40' .08N., 72° 25' .57E.  
21° 44' .14N., 72° 28' .24E.

**Chart 254 (INT 7331)** [previous update 032/13]

Insert # 21° 40' .08N., 72° 25' .57E.  
21° 44' .14N., 72° 28' .24E.

**Chart 2039** [previous update 032/13]

Insert # 21° 40' .07N., 72° 25' .59E.  
21° 44' .13N., 72° 28' .26E.

**\*122/(11/13) INDIA – WEST COAST – Inner Approaches to Mumbai – Anchorage Limit.**

Source: Mumbai Port Trust.

**Chart 211** [previous update 092/13]

Insert limit of anchorage area , joining: (a) 18°57'.00N., 72° 43'.05E. (existing limit)  
18°57'.00N., 72° 43'.50E.  
18°55'.00N., 72° 43'.50E.  
(b) 18°55'.00N., 72° 43'.05E. (existing limit)  
and  
(c) 18°57'.00N., 72° 41'.00E. (existing limit)  
18°55'.00N., 72° 41'.00E.  
(d) 18°55'.00N., 72° 42'.00E. (existing limit)

Delete limit of anchorage area , joining: (a) above  
(b) above  
and  
(c) above  
(d) above

**\*123/(11/13) INDIA – WEST COAST – Approaches to Mumbai – Buoy.**

Source: ODAG - Mumbai, NAVAREA VIII – 046/13.

**Chart 292 (INT 7021)** [previous update 097/13]

Insert  FPSO 18° 35' .20N., 71° 01' .96E.

**Chart 293 (INT 7022)** [previous update 097/13]

Insert  FPSO 18° 35' .20N., 71° 01' .96E.

**Chart 255 (INT 7334)** [previous update 272/12]

Insert  FPSO 18° 35' .15N., 71° 01' .99E.

**\*124/(11/13) INDIA – WEST COAST – Inner Approaches to Mumbai – Buoy.**

Source: DLL Jamnagar.

**Chart 255 (INT 7334) [previous update 123/13]**

Move  Fl(2)5s, from: 18° 46′.68N., 72° 29′.23E.  
to: 18° 46′.39N., 72° 29′.05E.

**Chart 211 [previous update 122/13]**

Move  Fl(2)5s, from: 18° 46′.73N., 72° 29′.19E.  
to: 18° 46′.44N., 72° 29′.02E.

**Chart 2016 (INT 7336) [previous update 092/13]**

Move  Fl(2)5s, from: 18° 46′.73N., 72° 29′.19E.  
to: 18° 46′.44N., 72° 29′.02E.

**\*125/(11/13) ARABIAN AND LAKSHADWEEP SEA – Cora Divh To Elikalpeni Bank – Wreck. Buoy.**

Source: IH – 102, INS Investigator.

**Chart 272 [previous update 116/13]**

Move  from: 11° 56′.00N., 71° 48′.00E.  
to: 11° 55′.46N., 71° 48′.89E.

Delete  Fl(2)10s 11° 51′.00N., 71° 49′.60E.  
 12° 21′.40N., 71° 52′.00E.

**\*126/(11/13) INDIA – EAST COAST – Karaikal anchorage – Buoy.**

Source: IH – 102, Karaikal Port Trust.

**Chart 357 (INT 7397) [previous update 102/13]**

Amend light to, Fl(5)Y20s4M 10° 51′.76N., 79° 52′.78E.

**Chart 3033 [previous update 102/13]**

Amend light to, Fl(5)Y20s4M 10° 51′.76N., 79° 52′.78E.

**Chart 3033 (Plan) [previous update 102/13]**

Amend light to, Fl(5)Y20s4M 10° 51′.760N., 79° 52′.775E.

**127/(11/13) ANDAMAN SEA – BURMA GULF OF MARTABAN – Rangoon River And Approaches – Wreck. Buoy.**

Source: Myanmar Notice No 14/2013, NAVAREA VIII – 251.

**Wreck of MT Myan Aung****Chart 4019 [previous update 165/10]**

Insert  Mast (Q<sub>3</sub>) (a) 16° 39′.91N., 96° 14′.68E.  
 FIR1s, adjacent to: (a) above

**128/(11/13) IRAN – Qatar to Shatt - Al - Arab – Platform.**

Source: BA Notice – 2333/13.

**Chart 288 [previous update 105/13]**

Insert  SPD-19B 26° 39′.80N., 52° 05′.30E.

**Chart 289 [previous update 107/13]**

Insert  SPD-19B 26° 39′.80N., 52° 05′.30E.

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

**\*129(T)/(11/13) INDIA – WEST COAST – Mumbai Harbour – Dredging Operation.**

Source: Mumbai Port Trust.

1. Capital dredging in progress in the following locations:

(a) Offshore Container Terminal (OCT)

18°56′.79N., 72°51′.33E

18°56′.77N., 72°51′.43E

18°56′.36N., 72°51′.33E

18°55′.55N., 72°51′.47E

18°55′.18N., 72°52′.03E

18°55′.01N., 72°51′.93E

18°55′.43N., 72°51′.29E

18°55′.56N., 72°50′.94E

18°56′.28N., 72°51′.11E

18°56′.21N., 72°51′.14E

18°56′.20N., 72°51′.19E

18°56′.76N., 72°51′.32E

(b) Main Approach Channel

18°49′.98N., 72°42′.96E

18°50′.41N., 72°42′.93E

18°51′.21N., 72°48′.77E

18°51′.41N., 72°48′.67E

18°51′.99N., 72°49′.85E

18°51′.77N., 72°49′.96E

18°52′.53N., 72°50′.82E

18°53′.02N., 72°51′.83E

18°53′.40N., 72°51′.89E

18°54′.13N., 72°51′.57E

18°54′.20N., 72°51′.46E

18°55′.02N., 72°52′.22E

18°55′.13N., 72°52′.00E

(c) Jawahar Lal Nehru Port (JNPT)

18°56′.78N., 72°56′.01E

18°56′.91N., 72°56′.03E

18°56′.96N., 72°55′.97E

18°56′.93N., 72°55′.91E

18°56′.79N., 72°55′.83E

2. All positions referred to WGS84 datum.

3. Mariners are advised to exercise caution and contact VTS Mumbai for more information.

*Former INM 089(T)/13 is cancelled.*

**Charts affected – 211 – 2016 (INT 7336) – 2015 (INT 7337) – 2001 – 2076 (INT 7338).**

**\*130(T)/(11/13) INDIA – WEST COAST – Inner Approaches to Mumbai – Wreck Marking Buoy.**

Source: NAVAREA VIII - 257/13, DLL Jamnagar.

1. Wreck marking buoy UPCO III reported missing from its laid position 18° 51′.35N, 72° 41′.50E.

2. Mariners to exercise caution.

*Former INM 039(T)/13 is cancelled.*

**Charts Affected: 21 – 22 (INT 752) – 255 (INT 7334) – 211 – 292 (INT 7021) – 293 (INT 7022) – 2016 (INT 7336).**

## **SECTION – IV** **MARINE INFORMATION**

### **1. NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

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

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

(Source - NAVAREA VIII Warning 100/12)

### **3. DISPLAY ANOMALIES IN ECDIS**

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

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

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

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

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

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

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

## 4.2

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

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

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



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

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

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

**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: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a>	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : <a href="mailto:sbh@vsnl.com">sbh@vsnl.com</a>
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: <a href="mailto:sales@bogerdmartin.com">sales@bogerdmartin.com</a> , <a href="mailto:sarmarin@vsnl.com">sarmarin@vsnl.com</a>	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: <a href="mailto:ewsbom@bom3.vsnl.net.in">ewsbom@bom3.vsnl.net.in</a>
M/s C & C Marine Combine 25 Bank Street, 1 <sup>st</sup> Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: <a href="mailto:ccmarine@bom5.vsnl.net.in">ccmarine@bom5.vsnl.net.in</a>	M/s Maritime Charts & 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: <a href="mailto:ewl-india@ewliner.com">ewl-india@ewliner.com</a>
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 : <a href="mailto:mahalakshmitravels@hotmail.com">mahalakshmitravels@hotmail.com</a>	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: <a href="mailto:raj_chakravorty@yahoo.com">raj_chakravorty@yahoo.com</a> <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> Website: <a href="http://www.c-map.co.in">www.c-map.co.in</a>
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a>	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : <a href="mailto:info@inspireship.com">info@inspireship.com</a> <a href="mailto:pramod@inspireship.com">pramod@inspireship.com</a>
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: <a href="mailto:sankar_roy342@yahoo.in">sankar_roy342@yahoo.in</a>	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: <a href="mailto:ashiskantha@gmiindia.in">ashiskantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a>

**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 31 May 13.

**2012 SERIES** – 531 661

**2013 SERIES** – 003 008 012 035 036 046 160 197 203 228 233 236 238 251 253 256 265 273  
295 301 302 303 305 306 307 308 310 311 312

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

<b>281. Andaman Sea – Passage Island.</b> Charts 33 41 404 405 473 4006 4016 INT 706. Firing practice by Naval ships from 0030 UTC to 0830 UTC on 20 May 13 in area bounded by:		
(a)	11-17N 092-34E	(b) 11-05N 092-34E
(c)	11-05N 092-48E	(d) 11-17N 092-48E
2.	Safe flying height 3000 metres.	
3.	Cancel this MSG 200930 UTC May 13.	
<b>282. India West Coast – Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 161002 UTC May 13:		
	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
	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	18-30.15N 072-15.92E
	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
	SAGAR UDAY	20-21.88N 071-05.87E
	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 280/13.	

**283. India West Coast – Arabian Sea. CHARTS 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 171001 UTC May 13:**

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 THRONTON	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	18-11.38N	071-48.12E
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	18-30.15N	072-15.92E
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
SAGAR UDAY	20-21.88N	071-05.87E
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 282/13.

**284. Cancel NAVAREA VIII 243/13, 248/13, 235/13, 262/13 and this MSG. INM 112/13, 113/13, 114/13, 116/13 refers.**

**285. NAVAREA VIII – Messages in force as on 171003 UTC May 13:**

**2012 Series – 531 661**

**2013 Series – 003 008 012 026 035 036 046 148 160 175 177 187 197 203 218 224 225 228 233 236 238 251 253 256 257 258 265 266 270 271 272 273 275 276 278 279 281 283 284**

- (a) NAVAREA VIII warnings less than 42 days old (197/13 onward) are promulgated via SafetyNET.
- (b) Text of NAVAREA VIII warnings in force including those which are no longer being broadcast are available on website [www.hydrobharat.nic.in](http://www.hydrobharat.nic.in)
- (c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.

2. Cancel this MSG 241001 UTC May 13.

**286. Cancel NAVAREA VIII 281/13 and this MSG.**

**287.** 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](http://www.surveymonkey.com/s/iho_survey) (all in lower case) to complete the short survey.

2. The World Meteorological Organization offers a similar survey regarding the World-Wide Meteorological Information and Warning Service available at [www.jcomm.info/mmms](http://www.jcomm.info/mmms)

3 Your participation is greatly appreciated and valued.

4. Cancel this MSG.

**288. Cancel NAVAREA VIII 175/13, 276/13 and this MSG.**

<p><b>289. India West Coast – Mormugao.</b> Chart 22 214 215 257 2022 2078 INT 706. Firing by Naval Coast Battery 15-24.6N 073-47.1E between 0430 UTC to 0730 UTC on 29 May 13.</p> <p>2. Danger area sector of 20 NM radius from 200 degree to 260 degree from firing position.</p> <p>3. Safe flying height 6500 metres.</p> <p>4. Cancel this MSG 290830 UTC May 13.</p>																																																																																																		
<p><b>290. Andaman Sea – off Port Blair.</b> Charts 41 404 405 473 4006 4016 INT 706. Firing practice by Naval Coast Battery from 0730 UTC to 1130 UTC on 29 May 13 in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>11-39.7N</td> <td>092-46.3E</td> <td>(b)</td> <td>11-40.6N</td> <td>092-47.0E</td> </tr> <tr> <td>(c)</td> <td>11-38.7N</td> <td>092-53.1E</td> <td>(d)</td> <td>11-32.9N</td> <td>092-48.3E</td> </tr> </table> <p>2. Safe flying height 5000 metres.</p> <p>3. Cancel this MSG 291230 UTC May 13.</p>			(a)	11-39.7N	092-46.3E	(b)	11-40.6N	092-47.0E	(c)	11-38.7N	092-53.1E	(d)	11-32.9N	092-48.3E																																																																																				
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<p><b>291. India West Coast – Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 231001 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>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>18-11.38N</td><td>071-48.12E</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>18-58.76N</td><td>071-37.73E</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 TAPPMAYER</td><td>18-30.15N</td><td>072-15.92E</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>SAGAR UDAY</td><td>20-21.88N</td><td>071-05.87E</td></tr> <tr><td>TRIDENT II</td><td>19-00.48N</td><td>072-09.08E</td></tr> <tr><td>TRIDENT XII</td><td>18-36.18N</td><td>071-01.64E</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 283/13.</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	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	18-11.38N	071-48.12E	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 TAPPMAYER	18-30.15N	072-15.92E	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	SAGAR UDAY	20-21.88N	071-05.87E	TRIDENT II	19-00.48N	072-09.08E	TRIDENT XII	18-36.18N	071-01.64E	VIRTUE 1	18-57.12N	072-10.81E
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VIRTUE 1	18-57.12N	072-10.81E																																																																																																
<p><b>292. Cancel NAVAREA VIII 258/13. India West Coast – Gulf of Khambhat.</b> Charts 21 207 254 292 INT 705 INT 706. Following reported on Narmada channel marking buoys:</p> <p>(a) Narmada channel marking buoy no. 4, buoy no. 6 and Sultanpur buoy unlit.</p> <p>(b) Buoy no. 2 off station at 20-36.52N 071-58.41E</p> <p>(c) Buoy no. 6 off station at 20-52.66N 072-06.35E</p> <p>(d) Buoy no. 9 off station at 21-03.53N 072-09.89E</p> <p>(e) Buoy no. 7 established at 20-57.70N 072-07.85E</p> <p>2. Caution advised.</p>																																																																																																		
<p><b>293. Cancel NAVAREA VIII 278/13. India West Coast – Gulf of Kachchh.</b> Charts 21 203 2068 INT 705. Following reported on Deep Water Channel buoys:</p> <p>(a) Paga buoy (22-35.42N 069-14.45E) reported missing.</p> <p>(b) Mithapur buoy (22-24.71N 068-51.84E) reported sunk.</p> <p>(c) Dhani buoy (22-36.76N 069-27.51E) unlit.</p> <p>2. Caution advised.</p>																																																																																																		

<b>294.</b>	<b>Cancel NAVAREA VIII 266/13, 275/13 and this MSG.</b>		
<b>295.</b>	<b>India West Coast – Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct AT 241001 UTC May 13:		
	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
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	FG MC CLINTOK	19-22.75N	071-25.25E
	GREAT DRILLER CHAAYA	18-43.64N	072-13.66E
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	JT ANGEL	18-33.76N	072-17.63E
	KEDARNATH	22-28.31N	068-29.29E
	NOBLE CHARLIE YESTER	21-03.69N	072-25.30E
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	NOBLE KENNETH DELANEY	18-31.89N	072-16.74E
	RON TAPMEYER	18-30.15N	072-15.92E
	SAGAR GAURAV	19-16.82N	072-11.74E
	SAGAR JYOTI	22-43.18N	068-27.93E
	SAGAR KIRAN	18-45.24N	072-18.00E
	SAGAR LAXMI	18-36.16N	071-01.65E
	SAGAR PRAGATI	18-32.27N	072-15.44E
	SAGAR UDAY	20-21.88N	071-05.87E
	TRIDENT II	19-00.48N	072-09.08E
	TRIDENT XII	18-36.18N	071-01.64E
	VIRTUE 1	18-57.12N	072-10.81E
	wide berth requested.		
2.	Cancel NAVAREA VIII 291/13.		
<b>296.</b>	<b>Cancel NAVAREA VIII 026/13, 148/13 and this MSG.</b>		
<b>297.</b>	<b>Andaman Sea – off Cinque Island.</b> Charts 33 41 405 473 4016 INT 706. Firing practice by Naval ships from 0930 UTC to 1130 UTC on 27 May and 28 May 13 in area bounded by:		
	(a) 11-24N	092-55E	(b) 11-24N 093-12E
	(c) 11-00N	092-55E	(d) 11-00N 093-12E
2.	Safe flying height 5000 metres.		
3.	Cancel this MSG 281230 UTC May 13.		
<b>298.</b>	<b>India East Coast – Chennai.</b> Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice by Naval Coast Battery from position 13-07.02N 080-18.01E from 0530 UTC to 0730 UTC on 31 May 13.		
2.	Danger zone sector of 11 NM radius between 045 degree and 075 degree from gun position.		
3.	Safe flying height 12800 metres.		
4.	Cancel this MSG 310830 UTC May 13.		
<b>299.</b>	<b>NAVAREA VIII – Messages in force as on 241005 UTC May 13:</b>		
	<b>2012 Series – 531 661</b>		
	<b>2013 Series – 003 008 012 035 036 046 160 177 187 197 203 218 224 228 233 236 238</b>		
	251 253 256 257 265 270 272 273 289 290 292 293 295 296 297 298		
	(a)	NAVAREA VIII Warnings less than 42 days old (203/13 onward) are	promulgated via SafetyNET.
	(b)	Text of NAVAREA VIII Warnings inforce including those which are available on website <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>	no longer being broadcast are
	(c)	Texts of NAVAREA VIII Warnings are also printed in section V of	fortnightly editions of Indian
	Notices to Mariners.		
2.	Cancel this MSG 311001 UTC May 13.		

<p><b>300. Indian Ocean – Southern Part.</b> Charts 33 INT 71 INT 73 INT 706. Seismic cable (length 05 NM) of CGG Amadeus reported adrift towards east in vicinity 13-04N 090-45E.</p> <p>2. Wide berth of 10 NM around the cable requested.</p> <p>3. Cancel this MSG 290430 UTC May 13.</p>																										
<p><b>301. Cancel NAVAREA VIII 218/13. Indian Ocean – off Andaman Islands.</b> Charts 31 33 41 INT 71 INT 706. Survey vessel CGG Amadeus will carry out 3D seismic survey till 10 Jun 13 in area bounded by:</p> <p>(a) 13-05.83N 090-29.84E (b) 13-06.00N 090-48.78E</p> <p>(c) 12-50.16N 090-48.92E (d) 12-50.00N 090-30.00E</p> <p>2. The vessel will be towing eight seismic cables of length 8100 metres. End marked with yellow colour tail buoy flashing white.</p> <p>3. Wide berth of 05 NM ahead/abeam and 06 NM astern requested.</p> <p>4. Cancel this MSG 110001 UTC Jun 13.</p>																										
<p><b>302. India East Coast – Isakapalle.</b> Charts 31 32 356 INT 71 INT 706. Isakapalle lighthouse unlit.</p>																										
<p><b>303. India East Coast – Off Narasapur.</b> Charts 31 32 355 391 INT 71 INT 706. Yellow coloured buoy (diameter 03 metres) deployed at 16-14.68N 082-10.46E by rig Actinia.</p> <p>2. Wide berth of 1.5NM around the buoy requested.</p>																										
<p><b>304. Cancel NAVAREA VIII 300/13. Indian Ocean – Southern Part.</b> Charts 33 INT 71 INT 73 INT 706. seismic cable (length 05 NM) of CGG Amadeus reported adrift towards east in vicinity 13-04N 090-56E</p> <p>2. Wide berth of 10 NM around the cable requested.</p> <p>3. Cancel this MSG 311002 UTC May 13.</p>																										
<p><b>305. Cancel NAVAREA VIII 257/13. India West Coast – off Mumbai.</b> Charts 21 22 211 256 292 293 INT 705. Wreck marking 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><b>306. India West Coast – Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing by Naval Coast Battery:</p> <table border="0"> <thead> <tr> <th>Date</th> <th>Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>04 Jun 13</td> <td>0900 to 1200</td> </tr> <tr> <td>07 Jun 13</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>11 Jun 13</td> <td>0900 to 1200</td> </tr> <tr> <td>14 Jun 13</td> <td>0900 to 1200</td> </tr> <tr> <td>18 Jun 13</td> <td>0900 to 1200</td> </tr> <tr> <td>21 Jun 13</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>25 Jun 13</td> <td>0900 to 1200</td> </tr> <tr> <td>28 Jun 13</td> <td>0900 to 1200</td> </tr> </tbody> </table> <p>2. Danger area bounded by:</p> <table border="0"> <tr> <td>(a) 09-57.5N</td> <td>075-59.5E</td> <td>(b) 09-57.7N</td> <td>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> </table> <p>3. Safe flying height 10000 metres.</p> <p>4. Cancel this MSG 281300 UTC Jun 13.</p>	Date	Time (UTC)	04 Jun 13	0900 to 1200	07 Jun 13	0900 to 1200 and 1230 to 1430	11 Jun 13	0900 to 1200	14 Jun 13	0900 to 1200	18 Jun 13	0900 to 1200	21 Jun 13	0900 to 1200 and 1230 to 1430	25 Jun 13	0900 to 1200	28 Jun 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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(a) 09-57.5N	075-59.5E	(b) 09-57.7N	076-14.2E																							
(c) 09-44.0N	076-17.5E	(d) 09-42.5N	076-09.5E																							
<p><b>307. Cancel NAVAREA VIII 293/13. India West Coast – Gulf of Kachchh.</b> Charts 21 203 2068 INT 705. Following reported on deep water channel buoys:</p> <p>(a) Superstructure and light of Paga Buoy (22-35.42N 069-14.45E) reported missing.</p> <p>(b) Mithapur Buoy (22-24.71N 068-51.84E) reported sunk.</p> <p>(c) Dhani Buoy (22-36.76N 069-27.51E) unlit.</p> <p>2. Caution Advised.</p>																										
<p><b>308. India West Coast – Kandla Port.</b> Charts 21 203 2018 2080 INT 71 INT 706. Coal loaded barge reported sunk in vicinity 22-50N 070-04E on 26 May 13.</p> <p>2. Caution advised.</p>																										
<p><b>309. Cancel NAVAREA VIII 177/13 and this MSG.</b></p>																										
<p><b>310. Cancel NAVAREA VIII 292/13. India West Coast – Gulf of Khambhat.</b> Charts 21 207 254 292 INT 705 INT 706. Following reported on Narmada channel marking buoys:</p> <p>(a) Narmada channel marking buoy no. 4 and Sultanpur buoy unlit.</p> <p>(b) Buoy no. 2 off station at 20-36.52N 071-58.41E</p> <p>(c) Buoy no. 6 off station at 20-52.66N 072-06.35E</p> <p>(d) Buoy no. 9 off station at 21-03.53N 072-09.89E</p> <p>(e) Buoy no. 7 established at 20-57.70N 072-07.85E</p> <p>2. Caution advised.</p>																										

**311. Indian Ocean – off Reunion Island.** Charts INT 70 INT 71 INT 700 INT 735. Missile firing exercise between 0500 UTC to 1500 UTC from 02 Jun to 04 Jun 13 and from 16 Jun to 18 Jun 13 in area bounded by:

- |     |        |         |     |        |         |
|-----|--------|---------|-----|--------|---------|
| (a) | 21-35S | 055-30E | (b) | 21-35S | 056-40E |
| (c) | 23-10S | 056-40E | (d) | 23-10S | 054-45E |
| (e) | 21-55S | 054-45E |     |        |         |

2. Cancel this MSG 181700 UTC Jun 13

**312. NAVAREA VIII – MESSAGES IN FORCE AS ON 311001 UTC MAY 13:**

**2012 SERIES** –531 661

**2013 SERIES** – 003 008 012 035 036 046 160 197 203 228 233 236 238 251 253  
256 265 273 295 301 302 303 305 306 307 308 310 311

- (a) NAVAREA VIII warnings less than 42 days old (228/13 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](http://www.hydrobharat.nic.in)  
 (c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.

2. Cancel this MSG 071001 UTC Jun 13.



## SECTION – VI

### CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

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

#### West Coast of India Pilot (INP-1)

##### Chapter -9 (Page – 278)

(Source: Adani ports and Special Economic Zone Ltd.)

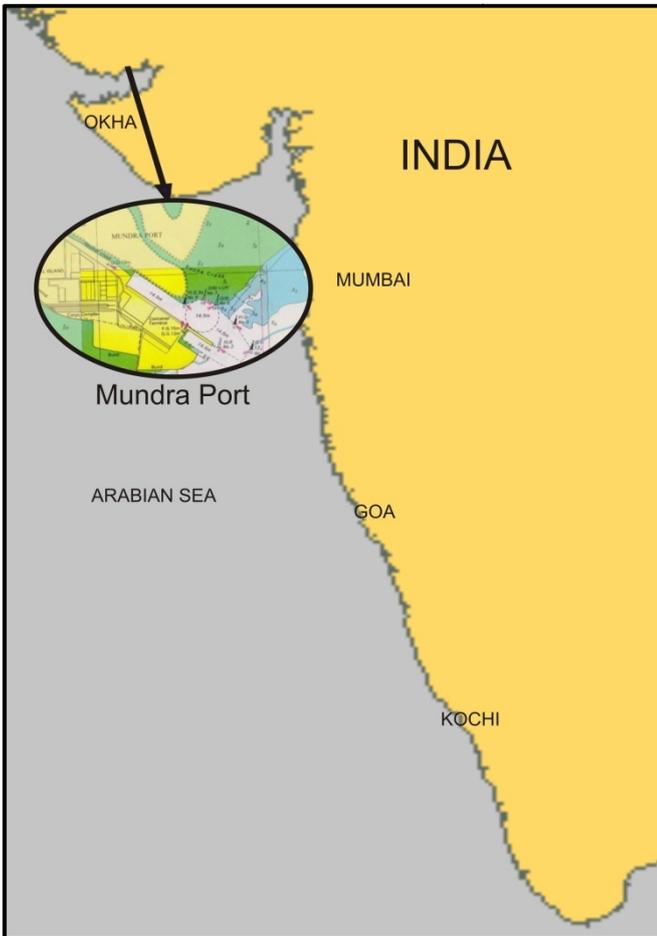
Delete Article 9.106a and replace by,

#### MUNDRA PORT APPROACHES AND HARBOUR

##### General Information

##### 9.106a

Chart 203, 2021, 2068, 2079, 2080 (ENC-IN3203GK, IN52021M, IN42068K, IN42079M, IN42080K)



**Extract of Paper Chart 2079**

**1 Position.** Mundra New Port (22° 43'.80 N, 69° 42'.30E) is a privately owned all weather, state of the art, ISPS, NSPC and Integrated Management System (ISO 9001:2008, ISO 14001:2004 & BS OHSAS 18001:2007) compliant port with the deepest direct berthing facilities in the Gulf of Kachchh. The port is operated by Adani Ports and Special Economic Zone Ltd. The port is capable of accommodating fully laden vessels upto 1,50,000 DWT and post panamax container vessels.



(Photo Courtesy: Mundra Port)

**Mundra Port Terminal -1**



**Mundra Port West Basin**

**2 Port Limits.** Mundra Port Limits are as follows (Shown in Chart 203):

- a) 22° 49'.40 N, 69° 47'.20E
- b) 22° 49'.40 N, 69° 39'.00E
- c) 22° 48'.38 N, 69° 38'.97E
- d) 22° 48'.42 N, 69° 32'.33E
- e) 22° 38'.95 N, 69° 32'.30E
- f) 22° 37'.55 N, 69° 36'.92E
- g) 22° 37'.40 N, 69° 37'.05E
- h) 22° 37'.40 N, 69° 42'.00E
- j) 22° 40'.60 N, 69° 47'.20E

**3 Function.** The port consists of 15 Multipurpose berths capable of handling break bulk, dry bulk & liquid cargoes, 6 Container berths and 2 SPM.

**Principle Export Cargos:** Steel Cargoes, Soya Bean Meal, Wheat, Bauxite in bulk, Bentonite in bulk and packaged form, Vegetable Oils, Chemicals, Met Coke & Project Cargo.

**Principle Import Cargos:** Coal, Iron Ore, Wheat, Sugar, Fertilizers, Chemicals, Crude Oil, Product Oils, Vegetable Oils, Steel Cargos and Project Cargo.

4 **Traffic.** 2651 vessels per year with total gross tonnage 8, 40, 77,597 MT.

5 **Maximum size of vessels handled.** Maximum size of vessels handled, at MMPT - 90876 GT/draft 15.50m, at West Basin - 91829 GT/draught 17.30 m and at SPM 64,251 GT/draft 21.70m.

6 **Notice of ETA required.** Vessels should send ETA 7 days, 5 days, 3 days, 48 hours and 24 hours prior to arrival. Vessel must contact Mundra Port Control on VHF channel 16/73 at least 2 hours prior to arrival at Mundra Port limits for specific instructions regarding berthing.

7 **Port radio.** Mundra Port Control on VHF channels 16/73 (24 hours). The traffic and weatherforecasts are available on request.

8 **Anchorage.** The anchorage provides good holding grounds of fine sand, mud and broken shells. However vessels may be advised to have sufficient cable view the strong tidal streams prevalent in the area. The average winds during monsoon are about 25 knots gusting to 40 knots during peakSW'ly monsoon season. The details of the available anchorages are as under:

(i) **Multipurpose/Container Terminal.** Two designated anchorage area for vessels awaiting berth at Marine Terminals or Container Terminals is as follows:

General Anchorage Area 'A' bounded by co-ordinates:

- (a) 22° 41'.26 N, 69° 44'.06E
- (b) 22° 39'.82 N, 69° 45'.70E
- (c) 22° 37'.58 N, 69° 42'.06E
- (d) 22° 39'.48 N, 69° 42'.06E

General Anchorage Area 'B' bounded by co-ordinates:

- (a) 22° 39'.92 N, 69° 36'.06E
- (b) 22° 37'.97 N, 69° 36'.06E
- (c) 22° 39'.04 N, 69° 32'.42E
- (d) 22° 39'.92N, 69° 32'.42E

(ii) **SPM.** Designated Anchorage for vessels awaiting berthing at SPM is bounded by co-ordinates:

- (a) 22° 38'.55 N, 69° 38'.06 E
- (b) 22° 37'.60 N, 69° 38'.06 E
- (c) 22° 37'.96 N, 69° 36'.07 E
- (d) 22° 38'.55 N, 69° 36'.07 E

(iii) **STS.** Anchorage for STS operations is centered on position 22°42'.40N, 69°46'.60E with a radius of 0.5 nm. The minimum depth at STS anchorage is 22m.

(iv)**Special.** Anchorage for disabled vessels, vessels awaiting quarantine clearance, vessels under port of refuge etc. is centered on position 22° 43'.2 N, 69° 46'.8 E with a radius of 0.25 nm.

(v) **Roadstead anchorage.** Vessels calling on old Mundra port (Mitha Port) and working cargo on roadstead should anchor at position 22°44'.16N, 69°44'.02E,keeping well clear alignment of approach channel for container terminals. Minimum depth at anchorage is 18.3m.

9 **Pilotage** Pilotage is compulsory within port limits. Guided by the International Boarding Standards, it is controlled by the Mundra Port Authority on VHF Channels 16/73. No movements are to be undertaken other than

anchoring at designated anchorages without licensed pilot on board and without express instruction from port control office.

10 **Pilot Embarkation Position:**

**Container Terminal (A)** -22°42'.16N, 69°43'.57E

**Multi-Purpose Berth (B)** -22°42'.16N, 69°42'.13E

**SPM** -22°38'.86N, 69°38'.27E

**West Basin** -22°40'.96N, 69°33'.56E

11 **Documents to be Provided.** Following documents to be produced to pilot upon boarding.

- (i) Standard Pilot Card/Master Pilot Information Exchange
- (ii) Vessels Particulars

12 **Tides and current.** Tidal range is between +0.00m and +6.50m. The tidal predictions for current year of the port are available and can be downloaded from the port website [www.mundraport.com](http://www.mundraport.com).

The tidal stream runs in the directions 070°-250° at an average rate of 3 kn and 4-5 kn during spring tides. Wave heights & periods vary between range 0.14-1.30m and between 6.50-17.0 sec respectively.

13 **Navigational Aids.**

(i) **Mundra Port Marine Control Tower Light** (ILL No.- F0362, Page-1) is positioned at 22°43'.89N, 69°42'.36E and is exhibited from the top of Marine Control Building.



Mundra Port

Tower (F0362)

Marine Control

(ii)**Approach Channel** for Container terminal, West Basin and South Basin is marked with lit buoys.

(iii) One pair of transit lights is installed to assist in approach for Container Channel:

Transit marks	Position	Characteristics
Fwd. transit mark	22° 45'.12N 69° 42'.11E	QG19m 10M
Rear transit mark	22° 45'.50N 69° 41'.59E	OcG 34m 10M

(iv) One pair of transit lights is also installed to approach for Terminal No. 2 (berth 7 & 8):

Transit marks	Position	Characteristics
Fwd. transit mark	22° 44'.43N 69° 42'.88E	QG19m
Rear transit mark	22° 44'.44N 69° 42'.86E	F G 15.5m

(v) One pair of transit lights is installed to approach for West Basin Channel:

Transit marks	Position	Characteristics
Fwd. transit mark	22° 46'.18N 69° 34'.97E	ISO W 3s 20m 7M
Rear transit mark	22° 46'.50N 69° 35'.13E	Oc W 9s 46m 7M

14 **Tugs.** Total thirteen (13) Azimuth Stern Drive tugs of 56 and 70 Ton Bollard Pull ( 6000hp) capacities, are presently available with the port at a short notice. The requesting authority is "Mundra Port Control" on VHF Channel 73/16. The language of communication with the tugs is English/ Hindi. The tug hiring charges are subject to prevailing policies/tariff hoisted on the port's website www.mundraport.com and requisitioned through vessel's agents.

15 **Berthing and Wharves.** The port having the facility of twelve (12) multipurpose berths, four (04) Container Terminal berths, four (04) West Basin berths and two (02) South Basin berths. Monthly permissible draughts are declared based on hydrographic survey.

Berth	LOA	Beam	Depth	Type
<b>MPT – 1</b>				
No. 1	275m	48m	17.1m	Dry/Liquid
No. 2	183m	32m	12.5m	Liquid
No. 3	240m	45m	15.5m	Dry/Liquid
No. 4	225m	32m	13.0m	Dry/Liquid
Barge Berth	85m	15m	11.0m	Harbour Craft
<b>MPT – 2</b>				
No. 5	280m	48m	17.1m	Dry/Liquid
No. 6	280m	48m	17.1m	Dry/Liquid
No. 7	225m	35m	12.5m	Dry/Liquid
No. 8	225m	35m	12.5m	Dry/Liquid
<b>MPT – 3</b>				
No. 9	235m	35m	14.5m	Dry
No. 10	235m	35m	14.5m	Dry
No. 11	235m	35m	14.5m	Dry
No. 12	235m	35m	14.5m	Dry

**Container Terminal – 1 (MCT – 2 Berths)**

CB1 & CB2 631m 48m 14.5m Container

**Container Terminal – 2 (AMCT – 2 Berths)**

CB3 & CB4 631m 48m 14.5m Container

**Mundra Port – West Basin**

WB 1	325m	55m	19m	Dry
WB 2	325m	55m	19m	Dry
WB 3	325m	55m	19m	Dry
WB 4	325m	45m	17m	Dry

**Mundra Port – South Basin**

SB 6 & SB 7 810m 56.4m 15.5m Container

16 **SPMs.** The Port owns and operates 02 nos. Single Point Mooring buoy for handling crude oil through sub sea pipelines, capable of accommodating fully laden VLCCs. The details of the SPMs are as follows:

**(a) Mundra SPM Terminal:**

Position	22°40'.65N, 69°39'.28E
Shape & Colour	Cylindrical & Red
Light colour	White with Racon 'M'
Max. DWT	3,60,000 Tons
Min. DWT	70,000 Tons
Max. Draft	As per DW route to Gulf of Kachchh
Min. Draft	As required by MARPPOL
Max. LOA	348 m
Min. LOA	185 m
Beam	No Restriction
General Compliance	of vessels = As per OCIMF
Bow Mooring Arrangements	2 nos. chain stoppers (tongue type/ hinge bar type only), capable of accepting 76mm chain and with SWL 200 MT (valid certificate to be provided)
Bollard Strength at Stern	Min 56 Tons
Manifold Crane	SWL 15 Tons
Cargo Manifold size	16''x2 Nos.
Max. flow rate	10,000 m <sup>3</sup> per hour
Max. pressure at manifold	12 Bar
Vessel should maintain min 30% Summer DWT at all times.	

**(a) HMEL SPM Terminal:**

Position	22°40'.88N, 69°37'.48E
Light colour	White
Max. DWT	3,20,000 Tons
Min. DWT	80,000 Tons
Max. Draft	23m
Min. Draft	As required by MARPPOL
Max. LOA	345 m
Min. LOA	185 m
Beam	60.1m
General Compliance	of vessels = As per OCIMF
Bow Mooring Arrangements	2 nos. chain stoppers (tongue type/ hinge bar type only), capable of accepting 76mm chain and with SWL 200 MT (valid certificate to be provided)
Bollard Strength at Stern	54 MT
Manifold Crane	SWL 15 Tons
Cargo Manifold size	16''x2 Nos.
Max. flow rate	9772 m <sup>3</sup> per hour
Max. pressure at manifold	10 Kg/cm <sup>2</sup>
Vessel should maintain min 30% Summer DWT at all times.	

17 **Pollution Control.** It is an offence to discharge or allow escape, will-fully, or accidentally, any oil, oily mixture, oily/dirty ballast or contaminated bilge water or

noxious sewage from any vessel within Mundra port Limits. Dumping or throwing of galley refuse, garbage and rubbish, hold sweepings etc. into the water or on the berths is prohibited. No chipping or painting to be carried out alongside berth. Offending vessel will stipulate under international and Indian laws with heavy penalties including arrest.

Replenishment of bunkers, whether from sea or shore, may be permitted on application, monitored by the ports marine/safety personnel.

Inter-tank transfers of oil or ballast water, de-ballasting or discharge overboard of wash water etc. should not be carried out without permission of Port Control.

Emission of dense smoke is prohibited from vessels within Port limits. Violations of stipulations under current Indian laws will incur heavy penalties.

**18 Cranes.** Sixteen (16) nos mobile harbour cranes of SWL 100 ton each with mobile hoppers for handling of capsized and panamax vessels. 07 fork lift, 42 pay loaders, 40 excavator and 60 trailers are also available. Dumpers, Trailers, Pay loaders, Forklifts and Stackers used for quick transfer of cargo between storage area and berths.

**19 Cargo Handling Equipment:**

**(a) Container Terminal-1 (MICT)**

- (i) Post Panamax rail mounted Quay crane, SWL 40 MT – 02 nos.
- (ii) Super Post Panamax rail mounted Quay crane, SWL 40 MT – 04 nos.
- (iii) Rubber Tyre gantry crane, SWL 40 MT - 18 nos
- (iv) Reach stacker, SWL 40 MT – 04 nos.
- (v) Fork Lift – 12 nos.

**(b) Container Terminal-2 (AMCT).**

- (i) Super Post Panamax rail mounted Quay crane, SWL 40 MT – 06 nos.
- (ii) Rubber Tyre gantry crane, SWL 40 MT – 12 nos.
- (iii) Reach stacker, SWL 40 MT – 02 nos.

**(c) South Basin.**

- (i) Post Panamax rail mounted Quay crane (RMQC) – 06 nos.
- (ii) Rubber Tyre gantry crane (RTGC) – 14 nos.

**(d) West Basin.**

- (i) Stack Reclaimers, Capacity 6000 TPH (Stacking Mode), 2500 TPH (Reclaiming Mode)- 06 Nos.
- (ii) Reclaimers capacity 2500 TPH – 02 nos.
- (iii) Ship Grab Unloader - 07 nos.

**20 Storage capacity (YARDS):** West Bainhas 4,50,000sqmtrs of paved area for the storage of 2.2 MMT bulk-cargos and other conventional cargo

**21 Conveyor System:**

Total Length 17400m, Belt Width 2200mm,  
Belt Speed 4.6 m/s, Receiving Capacity – 6000 TPH  
Stacking Conveyor Capacity – 6000 TPH  
Reclaiming Conveyor Capacity – 5000 TPH

**22 Repairs.** Minor repairs possible through workshops

available at Mundra/ Gandhidham after obtaining permission from Port control/ Customs.

**23 Diving Assistance.** The Port maintains own set of divers and a Diving support vessel, which are available on request through agents.

**24 Supplies.** Fuel, Dry & Fresh Provisions can be arranged through agents. Heavy oil, Diesel oil available alongside berths and at anchorage through pipelines, lorries and barges. Freshwater can be arranged through agents alongside berths through lorries and pipelines. The average rate of supply is 50 MT/hour.

**25 Search & Rescue.** The port has tie ups with various governmental agencies for search and rescue.

**26 Services.** Radio Telegrams/Telephony, Routine medical help, Ship chandlery and stevedores are available through agents. Ambulance, Quarantine, Navigational warnings and weather bulletins, Garbage and Waste Oil Disposal are available on request at Port Control. Compass adjustment is available at Gandhidham (70 km). Charts and publications can be arranged by agents through suppliers at Mumbai.

**27 Small Craft Facilities.** No yacht club exists, however suitable berths are available to accommodate the small vessels. The port control gives all the information required. Provisions, fresh water & Fuel can be arranged through agents with prior intimation.

**28 Shore Leave.** Shore leave to ship's crew is normally granted by Immigration authorities as per the existing government rules.

**29 Clubs/Recreation Facilities.** The port has two duty free shops available within the port from 0900 hrs to 1900 hrs. The duty shops having free pickup facility form available vessel. Various restaurants are located in Mundra Town at a distance of 12 km from the port.

**30 Communications.** The port is well connected by road & rail network to all the parts of the country. Nearest airport is Bhuj/Kandla having distance of 65 km.

**31 Port Authorities**

**(a) Port Authority**

Chief Executive Officer  
Gujarat Maritime Board, Gandhinagar  
Sector-10A, Opp Air Force Centre  
B/H New Sachivalaya, Gandhinagar – 382010  
Gujarat, India  
Phone: +91 79 23238346  
Fax: +91 79 23234703  
E-mail: gmbad1@sancharnet.in

**(b)Terminal Operator.**

Capt. Unmesh M. Abhyankar  
Chief Operating Officer  
Adani Ports & Special Economic Zone Ltd.  
Post Bag No.1, Mundra-370421  
Kachchh, Gujrat, India  
Phone: +91 2838 255726  
+91 9825000608 (Off office hours)  
Fax: +91 2838 255601  
E-mail: unmesh.abhyankar@adani.com

**(c)Port Facility Security Officer**

Capt. SansarChaube  
AGM (Marine) & PFSO  
Adani Ports & Special Economic Zone Ltd.  
Post Bag No.1, Mundra-370421  
Kachchh, Gujrat, India  
Phone: +91 2838 255947  
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**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. 10 dated 16 May 2013)

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

*77140, Dalma, Lt Buoy Racon*

*Delete position and replace by: 24°32'.82N 52°27'.96E*

(Source: BA 21/13)

(11/13)

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

*Insert entry after 76980, Jabal' Ali, Lt Buoy Racon*

Khalifa Port Fairway 24°56'.30N 54°34'.66E **77700**

Lt Buoy KP-FW

(3 & 10 cm)

**Q**

(Source: BA 22/13)

(11/13)

**PAGE 34, SRI LANKA Section,**

*Delete entry 79520, Colombo Approach Lt Buoy R2 Racon*

(Source: BA 22/13)

(11/13)

**AUTOMATIC IDENTIFICATION SYSTEM (AIS)**

*PAGE 39 (e), Insert above QATAR Section,*

OMAN (Strait of Hormuz Coast) (461)					
Ra's Jiyaq Radio Tower	26°22'.35N 56°21'.24E				
(Source BA 22/13)					11/13

*PAGE 39 (f), Insert below SINGAPORE Section,*

SRI LANKA (417)					
Colombo Approach Lt Buoy G1	07°00'.04N 79°48'.52E				
Colombo Approach Lt Buoy G3	06°59'.43N 79°49'.07E				
Colombo Approach Lt Buoy G5	06°58'.86N 79°49'.59E				
Colombo Approach Lt Buoy G7	06°58'.11N 79°49'.95E				
Colombo Approach Lt Buoy G9	06°57'.75N 79°49'.95E				

Colombo Approach Lt Buoy G11	06°57'.45N 79°50'.24E				
Colombo Approach Lt Buoy R2	07°00'.97N 79°47'.99E				
Colombo Approach Lt Buoy R4	07°00'.26N 79°48'.73E				
Colombo Approach Lt Buoy R8	06°59'.19N 79°49'.82E				
Colombo Approach Lt Buoy R10	06°58'.60N 79°50'.16E				
Colombo Approach Lt Buoy R12	06°57'.75N 79°50'.25E				
Colombo Approach Lt Buoy R14	06°57'.28N 79°50'.49E				
Colombo Approach Lt Buoy R16	06°57'.90N 79°51'.19E				
Colombo Approach Lt Buoy Y101	06°58'.21N 79°50'.40E				
<i>(Source BA 22/13)</i>					<b>11/13</b>

**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)***PAGE 200, UNITED ARAB EMIRATES, KHALIFA PORT (M N KHAL FA), Pilots and Port, PROCEDURE, Section (6):***Delete and replace by:***(6) Pilot boards** in position 24°57'.10N 54°33'.90E.*(Source: BA 21/13)**(11/13)*

## **SECTION – IX**

### **REPORTING OF NAVIGATIONAL DANGERS**

#### **Appeal to all Mariners**

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

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

#### **Instructions for filling up IH 102**

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

#### **Position Reporting**

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

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

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

#### **Depth Reporting**

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

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

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

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

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

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

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

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

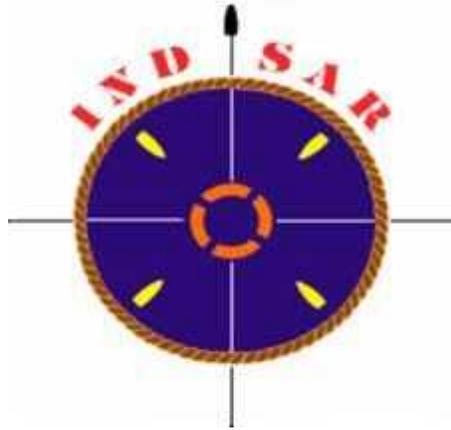


<b>HYDROGRAPHIC NOTE</b>		<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes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

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

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

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



**FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR**

**Email: [indsar@vsnl.net](mailto:indsar@vsnl.net)**

**NATION WIDE SAR TELE: 1554 (LAND LINE)**

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

**AFTN: VABBYXYC**