



# INDIAN NOTICES TO MARINERS



EDITION NO. 18 DATED 16 SEP 2013

(CONTAINS NOTICES 170 TO 175)

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

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

## IV

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

(a) That no liability whatsoever can be accepted for failure to publish details of any particular law or regulation

and

(b) That publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

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

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

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

(a) The positions of hydrographic objects shown on most of the Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).

(b) Wherever these differences have been ascertained, their average values are published as a Cautionary Note on the chart concerned, as shifts in Latitude and Longitude. Whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.

(c) These datum shift values are not uniform, particularly in areas off Andaman and Nicobar and Lakshadweep Islands, as these places are not linked to mainland network (Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of dangers.

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

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

## NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

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

**NIL**

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
<b>2106</b>	<b>15-05-2013</b>	<b>MUNDRA PORT</b> <u>Limits</u> 22° 45'.85N; 69° 45'.20E. 22° 41'.50N; 69° 38'.00E.	12,500	2	<b>₹ 1870.00</b>
<b>2107</b>	<b>15-05-2013</b>	<b>MUNDRA PORT</b> <b>WEST BASIN</b> <u>Limits</u> 22° 46'.70N; 69° 37'.20E. 22° 40'.00N; 69° 32'.50E.	12,500	2	<b>₹ 1870.00</b>

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
<b>2106</b>	<b>31-12-2011</b>	<b>MUNDRA PORT</b>	<b>2106</b>	<b>15-05-2013</b>
<b>2107</b>	<b>31-12-2011</b>	<b>MUNDRA PORT WEST BASIN</b>	<b>2107</b>	<b>15-05-2013</b>

4. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>210</b>	<b>UMARGAM TO SATPATI</b>	<b>150,000</b>	<b>New Edition</b>
<b>211</b>	<b>SATPATI TO MURUD JANJIRA</b>	<b>150,000</b>	<b>New Edition</b>

## VI

### Availability of ENC's.

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

<p>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></p>	<p>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></p>
<p>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:-<a href="mailto:data@ecc.no">data@ecc.no</a> Website: - <a href="http://www.primar.org">www.primar.org</a></p>	



**SECTION – I**

The list of charts affected by the Notices 170 to 175 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
21	2	175
200	2	175
250	2	175
288	1	172
289	1	172, 173
291	2	175
433	7	174
2005	2	170
2105	3	171
7705 (INT 705)	1	175



## SECTION – II

### PERMANENT NOTICES

**\*170/(18/13) INDIA – WEST COAST – Approaches to Godia Creek – Buoys.**

Source: NHO Dehradun.

**Chart 2005** [previous update 070/13]

Insert		FIR P1	23° 17'·22N., 68° 31'·28E.
		FIG S2	23° 17'·37N., 68° 31'·51E.
		FIR P3	23° 18'·75N., 68° 32'·31E.
		FIG S4	23° 18'·84N., 68° 32'·52E.
		FIR P5	23° 19'·28N., 68° 32'·46E.
		FIG S6	23° 19'·23N., 68° 32'·57E.
		FIG L15S	23° 16'·60N., 68° 31'·32E.

**\*171/(18/13) INDIA – WEST COAST – Jaigrah Port – Buoys.**

Source: NHO Dehradun.

**Chart 2105** [previous update 157/12]

Insert		F110s Fairway	17° 19'·84N., 73° 11'·14E.
		FIG10s No.1	17° 19'·32N., 73° 12'·14E.
		FIR10s No.2	17° 19'·49N., 73° 12'·03E.
		FIG10s No.3	17° 19'·02N., 73° 12'·79E.
		FIR10s No.4	17° 19'·12N., 73° 12'·84E.
		FIG10s No.5	17° 18'·72N., 73° 13'·20E.
		FIR10s No.6	17° 18'·78N., 73° 13'·27E.
		FIG10s No.7	17° 18'·37N., 73° 13'·42E.
		FIR10s No.8	17° 18'·42N., 73° 13'·52E.
		FIG10s No.9	17° 18'·08N., 73° 13'·47E.
		FIR10s No.10	17° 18'·09N., 73° 13'·60E.
		FIG10s No.11	17° 17'·37N., 73° 13'·51E.
		FIR10s No.12	17° 17'·77N., 73° 13'·56E.
		FIR10s No.14	17° 17'·52N., 73° 13'·64E.
		FIR10s No.16	17° 17'·45N., 73° 13'·78E.

**172/(18/13) UNITED ARAB EMIRATES – Qatar to Shatt-Al-Arab – Buoys.**

Source: BA Notice – 3714/13.

**Chart 288** [previous update 158/13]Substitute  Fl(2), for  Q 25° 58'·60N., 52° 00'·00E.Delete  Q(6)+LFl 25° 56'·30N., 52° 00'·00E.**Chart 289** [previous update 158/13]Substitute  Fl(2), for  Q 25° 58'·60N., 52° 00'·00E.Delete  Q(6)+LFl.15s 25° 56'·30N., 52° 00'·00E.**173/(18/13) UNITED ARAB EMIRATES – Strait of Hormuz to Qatar – Wreck.**

Source: BA Notice – 3715/13 &amp; 3899/13.

**Chart 289** [previous update 172/13]Insert  16 Wk 25° 01'·60N., 53° 12'·60E.

25° 24'·50N., 55° 16'·40E.

**174/(18/13) THAILAND – Phuket Island to Kantang – Wreck.**

Source: BA Notice – 3892/13.

**Chart 433** [previous update 081/13] WGS 84 DatumInsert  PA Rep(2013) 07° 57'·50N., 98° 55'·00E.**175/(18/13) PAKISTAN – Curana Island to Gora Chan Creek – Wreck.**

Source: BA Notice – 3930/13.

**Chart 21** [previous update 146/13] WGS 84 DatumInsert  24° 16'·00N., 66° 39'·00E.**Chart 291** [previous update 144/13] WGS 84 DatumInsert  24° 16'·00N., 66° 39'·00E.**Chart 250** [previous update 108/13]Insert  PA 24° 16'·00N., 66° 39'·00E.**Chart 200** [previous update 108/13]Insert  PA 24° 16'·00N., 66° 39'·00E.**Chart 7705 (INT 705)** [previous update 162/13] WGS 84 DatumInsert  24° 16'·00N., 66° 39'·00E.

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

NIL



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

### 1. **NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

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

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

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

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

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 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 & Publications 2/524 Sundeep Road, Chinna Neelangarai, 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, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : <a href="mailto:mahalakshmitravel@hotmai.com">mahalakshmitravel@hotmai.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>
Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: <a href="mailto:elemulti.services69@yahoo.com">elemulti.services69@yahoo.com</a>	

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

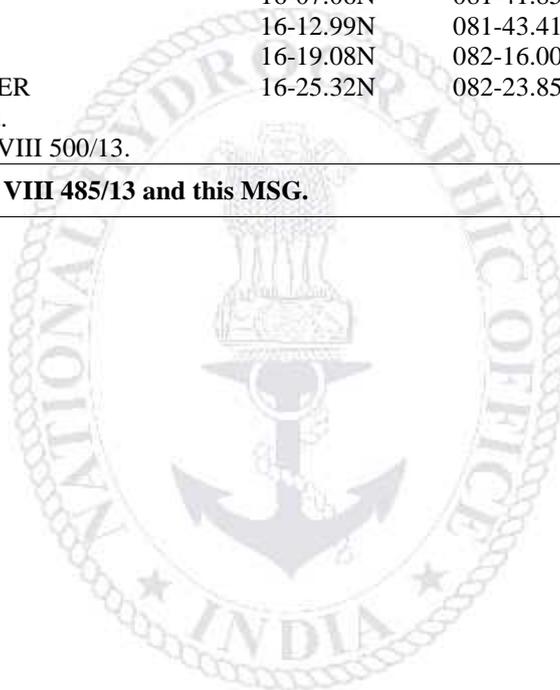
1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 13 of the Special edition of Indian Notice to Mariners – 2012.
2. NAVAREA VIII Warnings in force as on 15 Sep 13:  
  
**2013 SERIES** – 008 012 035 036 160 197 203 228 265 303 320 335 343 370 374 376 418 422  
426 428 430 441 451 453 470 471 473 480 484 493 497 498 499 501 502
3. NAVAREA VIII Warnings issued during the period from 01 Sep to 15 Sep 13 (both dates inclusive) are as tabulated below: –

<b>478. Cancel NAVAREA VIII 474/13 and this MSG.</b>																																				
<b>479. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 031001 UTC Sep 13: <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 50%;">ABAN II</td> <td style="width: 25%;">16-44.23N</td> <td style="width: 25%;">082-23.67E</td> </tr> <tr> <td>ACTINIA</td> <td>16-33.72N</td> <td>082-28.35E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-24.55N</td> <td>082-02.92E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-1</td> <td>14-35.60N</td> <td>082-16.51E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-2</td> <td>11-35.70N</td> <td>080-21.21E</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>16-36.60N</td> <td>082-25.50E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-07.06N</td> <td>081-41.85E</td> </tr> <tr> <td>DSR PLATINUM EXPLORER</td> <td>16-18.35N</td> <td>082-18.59E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-12.99N</td> <td>081-43.41E</td> </tr> <tr> <td>D S SAGAR VIJAY</td> <td>16-19.08N</td> <td>082-16.00E</td> </tr> <tr> <td>DSR GSF EXPLORER</td> <td>16-25.32N</td> <td>082-23.85E</td> </tr> </tbody> </table> <p>wide berth requested.</p>	ABAN II	16-44.23N	082-23.67E	ACTINIA	16-33.72N	082-28.35E	DEEP SEA MATDRILL	16-24.55N	082-02.92E	DSR DHIRUBHAI DEEPWATER KG-1	14-35.60N	082-16.51E	DSR DHIRUBHAI DEEPWATER KG-2	11-35.70N	080-21.21E	GSF-140	16-31.68N	082-28.43E	MG HULME JR	16-36.60N	082-25.50E	NOBLE DUCHESS	16-07.06N	081-41.85E	DSR PLATINUM EXPLORER	16-18.35N	082-18.59E	SAGAR RATNA	16-12.99N	081-43.41E	D S SAGAR VIJAY	16-19.08N	082-16.00E	DSR GSF EXPLORER	16-25.32N	082-23.85E
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2. Cancel NAVAREA VIII 456/13.																																				
<b>480. Bay of Bengal – Andaman Sea.</b> Charts 41 INT 71 INT 73 INT 706. Deep drilling campaign will be carried out by ultra deep water drillship Tun Sten Explorer from 08 Sep to 15 Sep 13 in area bounded by: <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 25%;">(a) 13-53.65N</td> <td style="width: 25%;">095-09.43E</td> <td style="width: 25%;">(b) 13-53.66N</td> <td style="width: 25%;">095-12.76E</td> </tr> <tr> <td>(c) 13-50.41N</td> <td>095-12.77E</td> <td>(d) 13-50.40N</td> <td>095-09.44E</td> </tr> </tbody> </table>	(a) 13-53.65N	095-09.43E	(b) 13-53.66N	095-12.76E	(c) 13-50.41N	095-12.77E	(d) 13-50.40N	095-09.44E																												
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2. Wide berth of 03 NM around the area requested.																																				
3. Cancel this MSG 160001 UTC Sep 13.																																				
<b>481. Indian Ocean – off Reunion Island.</b> Charts INT 70 INT 71 INT 72 INT 702 INT 735. Naval gunnery exercise from 0800 UTC to 2000 UTC on 04 Sep 13 in area bounded by: <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 25%;">(a) 21-12.0S</td> <td style="width: 25%;">054-57.0E</td> <td style="width: 25%;">(b) 21-26.0S</td> <td style="width: 25%;">055-02.5E</td> </tr> <tr> <td>(c) 21-31.2S</td> <td>054-47.4E</td> <td>(d) 21-17.2S</td> <td>054-42.0E</td> </tr> </tbody> </table>	(a) 21-12.0S	054-57.0E	(b) 21-26.0S	055-02.5E	(c) 21-31.2S	054-47.4E	(d) 21-17.2S	054-42.0E																												
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2. Cancel this MSG 042100 UTC Sep 13.																																				
<b>482. India East Coast – Gopalpur.</b> Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 UTC to 1800 UTC from 05 Sep to 07 Sep 13 in area bounded by: <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 25%;">(a) 19-14.60N</td> <td style="width: 25%;">084-53.70E</td> <td style="width: 25%;">(b) 19-44.75N</td> <td style="width: 25%;">085-39.64E</td> </tr> <tr> <td>(c) 18-36.32N</td> <td>085-32.76E</td> <td></td> <td></td> </tr> </tbody> </table> <p>and arc of 54 NM radius joining point (b) and (c).</p>	(a) 19-14.60N	084-53.70E	(b) 19-44.75N	085-39.64E	(c) 18-36.32N	085-32.76E																														
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(c) 18-36.32N	085-32.76E																																			
2. Safe flying height 6100 metres.																																				
3. Cancel this MSG 071900 UTC Sep 13.																																				
<b>483. Indian Ocean – Bay Of Bengal.</b> Charts 33 INT 71 INT 73 INT 706. Following Sri Lankan Fishing Vessels Reported Adrift Due To Engine Failure: <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 50%;">(a) Shane Putha (IMUL-A-0094-MTR), Length 12.34 Metres, Colour Yellow And White In Vicinity 10-51N 085-36E At 030450 Sep 13 With Five Crew.</td> <td style="width: 50%;"></td> </tr> <tr> <td>(b) Subhash II (Reg No. IMUL-A-0353-NBO), Length 11.58 Metres, Hull Blue And Yellow, Cabin Ivory In Vicinity 10-15N 086-40E At 02 Sep 13 With Four Crew.</td> <td></td> </tr> </tbody> </table>	(a) Shane Putha (IMUL-A-0094-MTR), Length 12.34 Metres, Colour Yellow And White In Vicinity 10-51N 085-36E At 030450 Sep 13 With Five Crew.		(b) Subhash II (Reg No. IMUL-A-0353-NBO), Length 11.58 Metres, Hull Blue And Yellow, Cabin Ivory In Vicinity 10-15N 086-40E At 02 Sep 13 With Four Crew.																																	
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<p><b>484. Cancel NAVAREA VIII 469/13. India West Coast – Gulf of Khambhat.</b> Charts 21 207 254 292 INT 705 INT 706. Following reported on Narmada channel marking buoy:</p> <p>(a) Narmada channel marking buoy no 4 and Sultanpur buoy unlit.  (b) Buoy no 2 unlit and off station at 20-36.62N 071-58.51E.  (c) Buoy no 6 unlit and off station at 20-52.61N 072-06.4E.  (d) Buoy no 9 unlit and off station at 21-03.61N 072-10.14E.  (e) Buoy no 7 lit and off station at 20-57.79N 072-07.89E.</p> <p>2. Caution advised.</p>																																				
<p><b>485. India East Coast – Bay of Bengal.</b> Charts 31 351 352 3017 INT 70 INT 71. Experimental flight trial scheduled from ITR launch complex on following dates:</p> <table border="0"> <tr> <td>Date</td> <td>Time(UTC)</td> </tr> <tr> <td>15 Sep 13</td> <td>0130 to 0430 and 1330 to 1530</td> </tr> <tr> <td>16 Sep 13</td> <td>0330 to 0530 and 1330 to 1530</td> </tr> </table> <p>2. Danger zone bounded by:</p> <p><b>Polygon-I</b></p> <table border="0"> <tr> <td>(a) 20-48.75N</td> <td>087-07.42E</td> <td>(b) 19-11.28N</td> <td>088-02.35E</td> </tr> <tr> <td>(c) 05-59.60S</td> <td>091-37.55E</td> <td>(d) 06-16.47S</td> <td>089-21.91E</td> </tr> <tr> <td>(e) 06-22.00S</td> <td>087-05.30E</td> <td>(f) 19-03.38N</td> <td>086-26.32E</td> </tr> <tr> <td>(g) 20-48.35N</td> <td>087-02.58E</td> <td></td> <td></td> </tr> </table> <p><b>Polygon-II</b></p> <table border="0"> <tr> <td>(a) 24-25.31S</td> <td>088-23.98E</td> <td>(b) 15-24.18S</td> <td>087-37.03E</td> </tr> <tr> <td>(c) 14-59.50S</td> <td>092-37.01E</td> <td>(d) 24-00.18S</td> <td>093-29.50E</td> </tr> <tr> <td>(e) 24-16.88S</td> <td>090-57.28E</td> <td></td> <td></td> </tr> </table> <p>3. Caution advised.  4. Cancel this MSG 161630 UTC Sep 13.</p>	Date	Time(UTC)	15 Sep 13	0130 to 0430 and 1330 to 1530	16 Sep 13	0330 to 0530 and 1330 to 1530	(a) 20-48.75N	087-07.42E	(b) 19-11.28N	088-02.35E	(c) 05-59.60S	091-37.55E	(d) 06-16.47S	089-21.91E	(e) 06-22.00S	087-05.30E	(f) 19-03.38N	086-26.32E	(g) 20-48.35N	087-02.58E			(a) 24-25.31S	088-23.98E	(b) 15-24.18S	087-37.03E	(c) 14-59.50S	092-37.01E	(d) 24-00.18S	093-29.50E	(e) 24-16.88S	090-57.28E				
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<p><b>486. India West Coast – Okha.</b> Charts 21 202 203 251 271 291 2013 2068 INT 705. Firing by Naval Coast Battery between 0530 UTC to 0730 UTC on 12 Sep 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.  3. Safe flying height 13000 metres.  4. Cancel this MSG 120830 UTC Sep 13.</p>																																				
<p><b>487. India East Coast – Gopalpur.</b> Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 UTC to 1800 UTC from 07 Sep to 12 Sep 13 in area bounded by:</p> <table border="0"> <tr> <td>(a) 19-14.60N</td> <td>084-53.70E</td> <td>(b) 19-37.75N</td> <td>085-28.92E</td> </tr> <tr> <td>(c) 18-46.05N</td> <td>085-22.87E</td> <td></td> <td></td> </tr> </table> <p>and arc of 41 NM radius joining point (b) and (c).</p> <p>2. Safe flying height 6100 metres.  3. Cancel this MSG 121900 UTC Sep 13</p>	(a) 19-14.60N	084-53.70E	(b) 19-37.75N	085-28.92E	(c) 18-46.05N	085-22.87E																														
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<p><b>488. NAVAREA VIII – Messages in force as on 061003 UTC Sep 13:</b>  <b>2013 Series</b> – 008 012 035 036 160 197 203 228 265 303 320 324 330 335 343 360 370 372 374 376 409 418 422 426 428 430 441 451 453 470 471 473 479 480 482 483 484 485 486 487</p> <p>(a) NAVAREA VIII warnings less than 42 days old (409/13 onward) are promulgated via SafetyNET.  (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>  (c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.</p> <p>2. Cancel this MSG 131001 UTC Sep 13.</p>																																				
<p><b>489. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 070430 UTC Sep 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>16-33.72N</td> <td>082-28.35E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-24.55N</td> <td>082-02.92E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-1</td> <td>17-00.00N</td> <td>082-32.00E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-2</td> <td>11-35.70N</td> <td>080-21.21E</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>16-36.60N</td> <td>082-25.50E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-07.06N</td> <td>081-41.85E</td> </tr> <tr> <td>DSR PLATINUM EXPLORER</td> <td>16-18.35N</td> <td>082-18.59E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-12.99N</td> <td>081-43.41E</td> </tr> <tr> <td>D S SAGAR VIJAY</td> <td>16-19.08N</td> <td>082-16.00E</td> </tr> <tr> <td>DSR GSF EXPLORER</td> <td>16-25.32N</td> <td>082-23.85E</td> </tr> </table> <p>wide berth requested.  2. Cancel NAVAREA VIII 479/13.</p>	ABAN II	16-44.23N	082-23.67E	ACTINIA	16-33.72N	082-28.35E	DEEP SEA MATDRILL	16-24.55N	082-02.92E	DSR DHIRUBHAI DEEPWATER KG-1	17-00.00N	082-32.00E	DSR DHIRUBHAI DEEPWATER KG-2	11-35.70N	080-21.21E	GSF-140	16-31.68N	082-28.43E	MG HULME JR	16-36.60N	082-25.50E	NOBLE DUCHESS	16-07.06N	081-41.85E	DSR PLATINUM EXPLORER	16-18.35N	082-18.59E	SAGAR RATNA	16-12.99N	081-43.41E	D S SAGAR VIJAY	16-19.08N	082-16.00E	DSR GSF EXPLORER	16-25.32N	082-23.85E
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<b>490. Indian Ocean – off Cape Comorin.</b> Charts 32 263 INT 71 INT 73 INT 706. MV Seaman Guard Ohio (length – 43.8 metres) reported adrift with eleven crew in vicinity 06-50.43N 078-03.95E at 05 Sep 13. 2. Vessels transiting through the area to keep sharp look out and render assistance.																																	
<b>491. Cancel NAVAREA VIII 324/13, 330/13, 360/13, 490/13 and this MSG.</b>																																	
<b>492. Cancel NAVAREA VIII 372/13, 409/13 and this MSG.</b>																																	
<b>493. India West Coast – Kori Great Bank.</b> Charts 21 201 251 271 291 INT 705. Fishing boat Umed Sagar (Regd. no. GJ-11-MM-1977, cabin colour-white, hull colour-brown, length-13.72 metres, beam-4.57 metres) reported missing in vicinity 23-30N 068-10E with seven crew since 28 Aug 13. 2. Vessels transiting through the area to keep sharp look out and render assistance.																																	
<b>494. India East Coast – Gopalpur.</b> Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 UTC to 1800 UTC from 12 Sep to 14 Sep 13 in area bounded by: (a) 19-14.60N 084-53.70E (b) 19-44.75N 085-39.64E (c) 18-36.32N 085-32.76E and arc of 54 NM radius joining point (b) and (c). 2. Safe flying height 6100 metres. 3. Cancel this MSG 141900 UTC Sep 13.																																	
<b>495. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list. correct at 121001 UTC Sep 13: <table border="0"> <tr> <td>ABAN II</td> <td>16-44.23N</td> <td>082-23.67E</td> </tr> <tr> <td>ACTINIA</td> <td>16-33.72N</td> <td>082-28.35E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-24.55N</td> <td>082-02.92E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-1</td> <td>17-00.00N</td> <td>082-32.00E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-2</td> <td>12-12.80N</td> <td>080-12.70E</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>16-36.60N</td> <td>082-25.50E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-07.06N</td> <td>081-41.85E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-12.99N</td> <td>081-43.41E</td> </tr> <tr> <td>D S SAGAR VIJAY</td> <td>16-19.08N</td> <td>082-16.00E</td> </tr> <tr> <td>DSR GSF EXPLORER</td> <td>16-25.32N</td> <td>082-23.85E</td> </tr> </table> wide berth requested. 2. Cancel NAVAREA VIII 489/13.	ABAN II	16-44.23N	082-23.67E	ACTINIA	16-33.72N	082-28.35E	DEEP SEA MATDRILL	16-24.55N	082-02.92E	DSR DHIRUBHAI DEEPWATER KG-1	17-00.00N	082-32.00E	DSR DHIRUBHAI DEEPWATER KG-2	12-12.80N	080-12.70E	GSF-140	16-31.68N	082-28.43E	MG HULME JR	16-36.60N	082-25.50E	NOBLE DUCHESS	16-07.06N	081-41.85E	SAGAR RATNA	16-12.99N	081-43.41E	D S SAGAR VIJAY	16-19.08N	082-16.00E	DSR GSF EXPLORER	16-25.32N	082-23.85E
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<b>496. Cancel NAVAREA VIII 483/13 and this MSG.</b>																																	
<b>497. India East Coast – Gopalpur.</b> Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 UTC to 1800 UTC from 14 Sep to 21 Sep 13 in area bounded by: (a) 19-14.60N 084-53.70E (b) 19-37.75N 085-28.92E (c) 18-46.05N 085-22.87E and arc of 41 NM radius joining point (b) and (c). 2. Safe flying height 6100 metres. 3. Cancel this MSG 211900 UTC Sep 13.																																	
<b>498. Bay Of Bengal – Andaman Sea.</b> Charts 41 INT 71 INT 73 INT 706. 18 Inch Spool Pipe Line Installation Will Be Carried Out By MV Seamec Princess Till 30 Oct 13 At 14-11.45N 096-02.73E. 2. Wide Berth Of 03 NM Around The area requested. 3. Cancel this MSG 310001 UTC Oct 13.																																	
<b>499. NAVAREA VIII – Messages in force as on 131004 UTC Sep 13:</b> <b>2013 Series</b> – 008 012 035 036 160 197 203 228 265 303 320 335 343 370 374 376 418 422 426 428 430 441 451 453 470 471 473 480 484 485 493 494 495 496 497 498 (a) NAVAREA VIII warnings less than 42 days old (428/13 onward) are promulgated via SafetyNET. (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a> (c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners. 2. Cancel this MSG 201001 UTC Sep 13.																																	
<b>500. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 131200 UTC Sep 13: <table border="0"> <tr> <td>ABAN II</td> <td>16-44.23N</td> <td>082-23.67E</td> </tr> <tr> <td>ACTINIA</td> <td>16-33.72N</td> <td>082-28.35E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-24.55N</td> <td>082-02.92E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-1</td> <td>16-31.92N</td> <td>082-33.65E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-2</td> <td>12-12.80N</td> <td>080-12.70E</td> </tr> </table>	ABAN II	16-44.23N	082-23.67E	ACTINIA	16-33.72N	082-28.35E	DEEP SEA MATDRILL	16-24.55N	082-02.92E	DSR DHIRUBHAI DEEPWATER KG-1	16-31.92N	082-33.65E	DSR DHIRUBHAI DEEPWATER KG-2	12-12.80N	080-12.70E																		
ABAN II	16-44.23N	082-23.67E																															
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DSR DHIRUBHAI DEEPWATER KG-1	16-31.92N	082-33.65E																															
DSR DHIRUBHAI DEEPWATER KG-2	12-12.80N	080-12.70E																															

<b>500. Continued.</b>		
GSF-140	16-31.68N	082-28.43E
MG HULME JR	16-36.60N	082-25.50E
NOBLE DUCHESS	16-07.06N	081-41.85E
SAGAR RATNA	16-12.99N	081-43.41E
D S SAGAR VIJAY	16-19.08N	082-16.00E
DSR GSF EXPLORER	16-25.32N	082-23.85E
wide berth requested.		
2. Cancel NAVAREA VIII 495/13.		
<b>501. India East Coast – Bay of Bengal.</b>	Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 150600	
UTC Sep 13:		
ABAN II	16-44.23N	082-23.67E
ACTINIA	16-33.72N	082-28.35E
DEEP SEA MATDRILL	16-24.55N	082-02.92E
DSR DHIRUBHAI DEEPWATER KG-1	16-31.92N	082-33.65E
DSR DHIRUBHAI DEEPWATER KG-2	12-12.80N	080-12.70E
DSR PLATINUM EXPLORER	19-37.50N	086-25.20E
GSF-140	16-31.68N	082-28.43E
MG HULME JR	16-36.60N	082-25.50E
NOBLE DUCHESS	16-07.06N	081-41.85E
SAGAR RATNA	16-12.99N	081-43.41E
D S SAGAR VIJAY	16-19.08N	082-16.00E
DSR GSF EXPLORER	16-25.32N	082-23.85E
wide berth requested.		
2. Cancel NAVAREA VIII 500/13.		
<b>502. Cancel NAVAREA VIII 485/13 and this MSG.</b>		



6.1

**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)

- NIL -

**SECTION – VII**  
**CORRECTIONS TO LIST OF LIGHTS**

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6973	- Grande Passe de L'Est. Ldg Lts 277°. Front	18 05.74S 49 24.10E	Q W	16	10	White Δ on pyramidal tower 14	TE 2013  *
D7340.7	Al Jeer Port. North Breakwater	26 02.93N 56 05.01E	Fl R 5s	5	3	Red beacon	*
*	*	*	*	*	*	*	*
D7340.8	- Main Breakwater	26 02.96N 56 04.93E	Fl G 5s	5	3	Green beacon	*
*	*	*	*	*	*	*	*
D7345.6	Saqr Port. Berth 12	25 58.50N 56 02.78E	F R				*
*	*	*	*	*	*	*	*
D7351.75	- Training Wall. Head	25 28.88N 55 29.62E	Lit				*
*	*	*	*	*	*	*	*
F 9526.305	-- EII V-A	04 19.80N 112 41.19E	Lit	..	..	Platform	TE 2013  *

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

**INP 31(1), 2005**

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

**NIL**

**INP 31(2), 2007**

*(Last correction: Edition No. 15 dated 01 Aug 2013)*

**NIL**

**INP 31(5), 2011**

*(Last correction: Edition No. 17 dated 01 Sep 2013)*

**NIL**

**INP 31(6), 2012**

*(Last correction: Edition No. 17 dated 01 Sep 2013)*

**NIL**

## **SECTION – IX**

### **REPORTING OF NAVIGATIONAL DANGERS**

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

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

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

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

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

#### **Position Reporting**

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

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

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

#### **Depth Reporting**

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

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

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

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

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

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

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

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

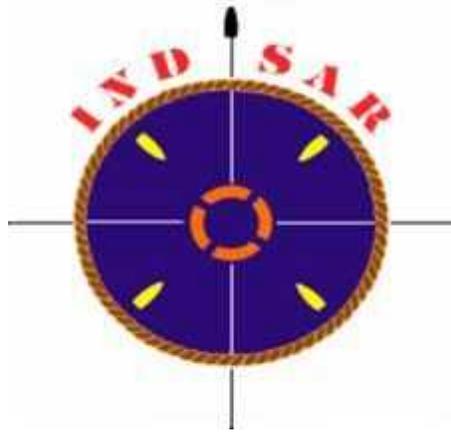


<b>HYDROGRAPHIC NOTE</b>		<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes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