



INDIAN NOTICES TO MARINERS

EDITION NO. 05 DATED 01 MAR 2014

(CONTAINS NOTICES 056 TO 065)



REACH US 24 x 7



incho-navy@nic.in
msis-incho-navy@nic.in



+91-135-2748373



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



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

WWW
www.hydrobharat.nic.in

CONTENTS

Section No.	Title
I	List of Charts Affected
II	Permanent Notices
III	Temporary and Preliminary Notices
IV	Marine Information
V	NAVAREA VIII Warnings in force
VI	Corrections to Sailing Directions
VII	Corrections to List of Lights
VIII	Corrections to List of Radio Signals
IX	Corrections to Miscellaneous Nautical Publications
X	Reporting of Navigational Dangers

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

FEEDBACK: msis-incho-navy@nic.in



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



© Govt. of India Copyright

No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.

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**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

All mariners are cautioned against the use of counterfeit copies of IN Charts and publications.

Counterfeit products are not issued by official agencies and may have errors resulting in potential risks. The same are not approved by inspecting agencies and do not satisfy the carriage requirements of SOLAS chapter V.

Mariners are strongly advised not to use or encourage the use of counterfeit chart and publications.

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC's AND PUBLICATION

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2031 (INT 7326)	30-11-2013	OKHA HARBOUR <u>Limits</u> 22° 24'.00N; 68° 48'.50E. 22° 37'.00N; 69° 10'.00E.	37,500	2	Rs. 1870.00
2112	31-12-2013	HAKDI CREEK (SANGHI JETTY) <u>Limits</u> 23° 20'.10N; 68° 33'.00E. 23° 22'.75N; 68° 34'.90E.	5,000	2	Rs. 1870.00
2506	15-12-2013	GRAND BAY <u>Limits</u> 20° 01'.13S; 57° 31'.60E. 19° 56'.56S; 57° 36'.14E.	25,000	1	Rs. 1870.00
		GRAND RIVIERE NOIRE BAY <u>Limits</u> 20° 22'.62S; 57° 18'.35E. 20° 18'.04S; 57° 23'.00E.			
2507	15-07-2013	GRAND PORT <u>Limits</u> 20° 25'.35S; 57° 43'.75E. 20° 20'.90S; 57° 47'.20E.	12,500	1	Rs. 1870.00
3034	30-11-2013	APPROACHES TO KRISHNAPATNAM <u>Limits</u> 14° 08'.00N; 80° 05'.35E. 14° 20'.50N; 80° 22'.54E.	50,000	5	Rs. 1870.00
		KRISHNAPATNAM PORT <u>Limits</u> 14° 13'.00N; 80° 06'.00E. 14° 16'.75N; 80° 11'.32E.	15,000		

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
2031 (INT 7326)	15-02-2011	OKHA HARBOUR	2031 (INT 7326)	30-11-2013
2506	15-07-2010	GRAND BAY GRAND RIVIERE NOIRE BAY	2506	15-12-2013
2507	14-08-2011	GRAND PORT	2507	15-07-2013
3034	31-03-2010	APPROACHES TO KRISHNAPATNAM KRISHNAPATNAM PORT	3034	30-11-2013

VI

3. 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>
IN52046A	2046	VENGURLA ANCHORAGE	11-02-2014
IN52046I	2046	REDI ANCHORAGE	11-02-2014
IN62111H	2111	VIZHINJAM HARBOUR	11-02-2014
IN62002A	2002	PORTS OF NEW MANGALORE AND MANGALORE	11-02-2014

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN52046V	2046	VENGURLA ANCHORAGE	01-06-2007
IN52046R	2046	REDI ANCHORAGE	01-06-2007
IN52002M	2002	PORTS OF NEW MANGALORE AND MANGALORE	29-09-2009

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2513	COETIVY ISLAND	37,500	New Chart
2503	APPROACHES TO CARGADOS CARAJOS SHOALS	75,000	New Chart
2045 (INT7360)	PORT OF KOCHI	7,500	New Chart
2113	KHARO CREEK	12,500	New Chart
2079 (INT7329)	APPROACHES TO MUNDRA PORT	37,500	New Chart
2099	MALE ATOLL	25,000	New Chart
3030	BHIMUNIPATNAM ANCHORAGE	12,500	New Chart
	APPROACHES TO BHIMUNIPATNAM		
2032	NINDAKARA AND QUILON ANCHORAGES	30,000	New Chart
2082	DAHEJ HARBOUR	12,500	New Chart
2110	APPROACHES DAHEJ	25,000	New Chart
3008	VADAREVU ANCHORAGE	25,000	New Chart
	NIZAMPATNAM ANCHORAGE	27,500	

6. The forthcoming Indian Publication is as follows:-

<i>Title of Publication</i>	<i>Edition</i>
Indian List of Radio Signals – Volume 1	2014

VII

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:

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



SECTION – I

The list of charts affected by the Notices 056 to 065 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
23	1	065 (T)
31	5	064 (T), 065 (T)
32 (INT 754)	5	064 (T), 065 (T)
33	5	064 (T)
201	2	063
208	2	059
289	1	062
308	5	064 (T)
352 (INT 7416)	5	060, 064 (T)
353 (INT 7413)	5	060
354 (INT 7408)	5	064 (T)
355 (INT 7405)	5	064 (T)
357 (INT 7397)	5	064 (T)
391	5	064 (T)
2039	2	059
2045(INT 7360)	3	056
2106	2	058
2107	2	057
3033	5	061
7070 (INT 70)	1	065 (T)
7071 (INT 71)	1	065 (T)
7072 (INT 72)	1	065 (T)
7073 (INT 73)	1	065 (T)
7702 (INT 702)	1	065 (T)
7703(INT 703)	1	065 (T)
7706(INT 706)	1	065 (T)
7707(INT 707)	1	065 (T)
7708(INT 708)	1	065 (T)
8004	1	062

2.1
SECTION – II
PERMANENT NOTICES

***056/(05/14) INDIA – WEST COAST – Port of Kochi – Depth. Coastline. Contour. Legend.**

Source: NHO Dehradun.

Chart 2045 (INT 7360) [previous update 050/14]

Insert	accompanying block A showing amendments to Coastline, Depths and Contour centered on:	09° 58′.26N., 76° 13′.76E.
	accompanying block B showing amendments to Coastline, Depths and Contour centered on:	09° 58′.74N., 76° 15′.00E.

Former INM 041(P)/13 is cancelled for chart 2045 (INT 7360)

***057/(05/14) INDIA – WEST COAST – GULF OF KUCHCHH – Mundra Port West basin – Jetty. Coastline. Legend.**

Source: NHO Dehradun.

Chart 2107 [previous update 189/13]

Insert	accompanying block showing amendments to Jetty, Coastline, Legend, centered on:	22° 45′.43N., 69° 34′.12E.
--------	---	----------------------------

Former INM 251(P)/12 is cancelled.

***058/(05/14) INDIA – WEST COAST – GULF OF KUCHCHH – Mundra Port – Jetty. Coastline. Legend. Buoys.**

Source: NHO Dehradun.

Chart 2106 [previous update 189/13]

Insert	accompanying block showing amendments to Jetty, Coastline, Legend, Buoys, centered on:	22° 44′.08N., 69° 41′.50E.
--------	--	----------------------------

Former INM 251(P)/12 is cancelled.

***059/(05/14) INDIA – WEST COAST – Gulf of Khambhat – Northern Portion– Foul.**

Source: VTS Khambhat.

Chart 208 [previous update 182/13]

Insert	#	21° 42′.77N., 72° 28′.41E.
--------	---	----------------------------

Chart 2039 [previous update 182/13]

Insert	#	21° 42′.76N., 72° 28′.43E.
--------	---	----------------------------




***060/(05/14) INDIA – EAST COAST – Gopalpur to Paradip – Firing Practice Area.**

Source: NHO Dehradun.

Chart 353 (INT 7413) [previous update 103/13]

Insert	limit of firing practice area, ————, joining:	(a) 19° 14′.60N., 84° 53′.70E.
		(b) 19° 07′.39N., 85° 35′.94E.
		(c) 18° 33′.61N., 84° 53′.74E.
	arc of firing practice area, ————, radius 75Km,	
	centered on:	(a) above
	joining:	(b) – (c) above
Delete	limit of firing practice area, ————, joining:	(d) 19° 37′.05N., 85° 27′.86E.
		19° 14′.60N., 84° 53′.70E.
		(e) 18° 45′.00N., 84° 23′.80E.
	arc of firing practice area, ————, joining:	(d) – (e) above

060/(05/14) INDIA – EAST COAST – Gopalpur to Paradip – Firing Practice Area. Continued.*Chart 352 (INT 7416) [previous update 236/12]**

Insert	limit of firing practice area  , joining:	(a) 19° 14′.52N., 84° 54′.00E.(W Border) 19° 07′.39N., 85° 35′.94E. 19° 07′.00N., 85° 35′.90E.(S Border)
Delete	limit of firing practice area  , joining:	(a) above 19° 07′.00N., 85° 01′.65E.(S Border) and 19° 14′.75N., 84° 54′.00E.(W Border)
	arc of firing practice area,  , joining:	(b) 19° 37′.05N., 85° 27′.86E. (b) above 19° 07′.00N., 85° 34′.35E.(S Border)

***061/(05/14) INDIA – EAST COAST – Karaikal Anchorage, Karaikal Port – Turning Circle. Jetty. Coastline. Contour. Legend.**

Source: NHO Dehradun.

Chart 3033 [previous update 043/14]

Insert	accompanying block for chart Karaikal Anchorage showing amendments to Turning Circle, Jetty, Coastline, Contour, Legend. centered on:	10° 50′.28N., 79° 51′.43E.
	accompanying block for chart Karaikal Port showing amendments to Turning Circle, Jetty, Coastline, Contour, Legend. centered on:	10° 50′.28N., 79° 51′.30E.

Former INM 238(P)/11 is cancelled.**062/(05/14) UNITED ARAB EMIRATES – Strait of Hormuz to Qatar – Buoys, AIS.**

Source: BA Notice 909/14.

Chart 289 [previous update 054/14]




Insert	 Fl(4)Y.10sSDM1	(a) 25° 23′.00N., 54° 35′.00E.
	 Fl(4)Y.10sSDM2	(b) 25° 24′.50N., 54° 53′.00E.
	Automatic Identification System, AIS, at light-buoy	(a) above (b) above

Chart 8004 [previous update 046/14]

Insert	 Fl(4)Y.10sSDM2	(a) 25° 24′.50N., 54° 53′.00E.
	Automatic Identification System, AIS, at light-buoy	(a) above

***063/(05/14) Miscellaneous updates to charts.**

Source: NHO Dehradun.

Chart	Previous Updates	Details
201	084/13	Insert Chart No. 2112 and Magenta limit as follows: North: 23° 22′.75N., East: 68° 34′.90E South: 23° 20′.10N., West: 68° 33′.00E

SECTION – III

TEMPORARY AND PRELIMINARY NOTICES

***064(T)/(05/14) INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.**

Source: NIO Goa.

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

ADCP Mooring	Positions		Depth (in metres)	Charts affected
*BOPS5	12° 00'.46N	80° 07'.73E	164	32 (INT 754), 33, 357 (INT 7397)
*BOPD5	12° 00'.86N	80° 12'.25E	165	32 (INT 754), 33, 357 (INT 7397)
*BOKS5	16° 14'.92N	82° 06'.30E	175	31,32 (INT 754), 355(INT 7405), 391
*BOKD5	16° 03'.13N	82° 10'.87E	330	31,32 (INT 754), 355(INT 7405), 391
*BSVS4	17° 03'.54N	82° 03'.25E	170	31,32 (INT 754), 391
*BOVS5	17° 45'.13N	84° 01'.65E	174	31, 32 (INT 754), 308, 354 (INT 7408), 391
*BOVD4	17° 49'.19N	84° 00'.08E	170	31,32 (INT 754), 308, 354 (INT 7408), 391
*BSGS4	18° 34'.93N	84° 52'.12E	173	31
*BOGS6	19° 24'.74N	85° 41'.70E	185	31
*BOGD6	19° 23'.81N	85° 47'.63E	171	31,352 (INT 7416)
*BNBD6	19° 03'.58N	88° 55'.88E	330	31
*NRB-1E	18° 37'.00N	84° 47'.50E	44	31,
*NRB-1F	18° 19'.50N	84° 32'.50E	44	31, 354 (INT7408)
*NRB-1G	18° 23'.84 N	84° 45'.69E	350	31

* Indicates new or revised entries.

2. All positions referred to WGS 84 datum.
 3. Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.
 4. **Former INM 181(T)/13 is cancelled.**

065(T)/(05/14) INDIAN OCEAN – Data Buoys.

Source: BA Notice – 75(T)/14.

1. The National Oceanic and Atmospheric Administration (NOAA) maintains an array of light-buoys called Autonomous Temperature Line Acquisition System (ATLAS) in the Indian Ocean.
 2. The ATLAS buoys, yellow, 2 metre toroid buoys with radar reflectors, which make up the array are located in the following positions:

Position	Charts Affected
14° 58'.90N, 89° 55'.70E	31,7071 (INT 71), 7073 (INT 73), 7706 (INT 706)
12° 04'.80N, 88° 50'.20E	33,7071 (INT 71), 7073 (INT 73), 7706 (INT 706)
03° 57'.20N, 89° 40'.10E.	7071 (INT 71), 7073 (INT 73), 7706 (INT 706), 7707 (INT 707)
01° 33'.80N, 90° 02'.60E.	7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
00° 00'.20N, 89° 51'.70E.	7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
06° 12'.80N, 91° 36'.60E.	33, 7071 (INT 71), 7073 (INT 73), 7706 (INT 706), 7707 (INT 707)
01° 29'.30N, 82° 49'.00E.	23, 7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
00° 04'.30N, 80° 33'.60E.	7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
01° 31'.80S, 80° 29'.30E.	7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
04° 00'.20S, 80° 29'.60E.	7070 (INT 70), 7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
08° 00'.50S, 80° 26'.50E.	7070 (INT 70), 7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
11° 59'.60S, 80° 33'.10E.	7070 (INT 70), 7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
16° 01'.20S, 80° 27'.30E.	7070 (INT 70), 7071 (INT 71), 7073 (INT 73)
01° 37'.50S, 66° 48'.50E.	7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7703 (INT 703)
04° 02'.40S, 67° 14'.30E.	7070 (INT 70), 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7702 (INT 702), 7703 (INT 703)
08° 05'.90S, 66° 56'.50E.	7070 (INT 70), 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7702 (INT 702)
12° 11'.90S, 67° 15'.40E.	7070 (INT 70), 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7702 (INT 702)
24° 46'.90S, 99° 59'.20E.	7070 (INT 70), 7073 (INT 73), 7708 (INT 708)
07° 54'.20S, 55° 04'.80E.	7070 (INT 70), 7071 (INT 71), 7072 (INT 72), 7702 (INT 702)

3. All positions referred to WGS84 datum.
 4. Mariners are advised to give all light-buoys a 5 NM wide berth.

Former INM 042(T)/13 is cancelled.

SECTION – IV **MARINE INFORMATION**

1. NAVTEX TRANSMISSION

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

(Source – DG Shipping)

2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS

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

(Source - NAVAREA VIII Warning 100/12)

3. DISPLAY ANOMALIES IN ECDIS

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

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

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

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

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 (16th July 2008).

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

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

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

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

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

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

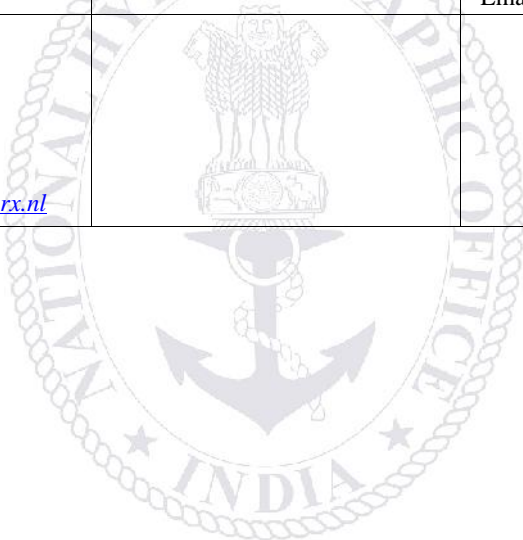
6. GAGAN SYSTEM COMMISSIONED FOR OPERATIONS

The GAGAN System is now commissioned for safety of life, civil aviation, and en- route operations in addition to all other non-aviation applications. The GAGAN signal is being broadcasted through GSAT-8 and GSAT-10 with PRN127 & 128 respectively.

All the GPS users are requested to enable SBAS functionality in their receivers, configure it to receive PRN-127 & 128 and avail the benefits of GAGAN in terms of increased accuracy and reliability. There may be occasional signal outages due to system up-gradation activities.

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:-

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

List of Indian Chart Agents.

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: sales@bogerdmartin.com, sarmarin@vsnl.com	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: ewsom@bom3.vsnl.net.in
M/s C & C Marine Combine 25 Bank Street, 1 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publications 2/524 Sundeep Road, Chinna Neelengarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammampeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: raj_chakravorty@yahoo.com info@c-map.co.in Website: www.c-map.co.in
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in charts@mtnl.net.in	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com pramod@inspireship.com
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: sankar_roy342@yahoo.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: ashishkantha@gmiindia.in Web: www.gmiindia.in
Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: elemulti.services69@yahoo.com	M/s L. R. MARINE SERVICES 301, 3rd Floor, Biry House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535 Fax: +91-22-6635 9148 Cell No: +91 8108926880/+91 98214 60258 Email: lrcharts@gmail.com , lrmarine@live.com

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 28 Feb 14:

2013 SERIES – 012 035 160 197 228 303 320 335 343 370 374 428 430 451 473 493 506 540
547 623 626 662 665 672 680 712 714

2014 SERIES – 015 037 038 042 058 059 060 071 077 079 082 083 088 089 090 093 097 098
101 103 108 109 110 111 112 113 114 115 116 117 118

3. NAVAREA VIII Warnings issued during the period from 16 Feb to 28 Feb 14 (both dates inclusive) are as tabulated below: –

094. Indian Ocean – off Dondra HD. Charts 23 32 33 264 INT 706. White and blue coloured Sri Lankan fishing vessel Kanthi-02 (regd no. IMUL-A-0305-GLE, length-10.82 Metres) reported adrift in vicinity 05-17N 080-22E at 170730 UTC Feb 14 with five crew.		
2. Vessels transiting through the area to keep sharp look out and render assistance.		
095. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 181002 UTC Feb 14.		
ABAN II	16-39.12N	082-22.73E
ACTINIA	16-33.72N	082-28.35E
DEEP SEA MATDRILL	16-33.83N	082-19.90E
DSR DHIRUBHAI DEEPWATER KG-1	11-43.56N	080-33.15E
DSR DHIRUBHAI DEEPWATER KG-2	16-41.34N	082-41.53E
GSF-140	16-27.12N	082-28.43E
HERCULES TRIUMPH	16-28.46N	082-12.60E
MG HULME JR	16-35.05N	082-25.35E
NOBLE DUCHESS	16-07.06N	081-41.85E
SAGAR RATNA	15-17.29N	080-08.50E
D S SAGAR VIJAY	16-19.08N	082-16.00E
DSR GSF EXPLORER	16-04.98N	082-14.07E
SAGAR BHUSHAN	16-33.29N	082-23.76E
Wide berth requested		
2. Cancel NAVAREA VIII 091/14		
096. India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 191001 UTC Feb 14.		
ABAN III	18-44.08N	072-18.48E
ABAN IV	19-06.83N	070-56.43E
ABAN ICE	18-39.65N	070-57.04E
BADRINATH	21-36.81N	068-35.17E
CE THORNTON	19-32.35N	071-20.92E
DEEP SEA FORTUNE	19-22.29N	071-03.62E
DEEP SEA FOSSIL	19-18.20N	071-30.65E
DISCOVERY-1	18-38.20N	071-00.93E
DYNAMIC VISION	18-39.23N	070-58.87E
ENERGY DRILLER	18-35.99N	071-00.22E
ENSCO 54	19-20.44N	071-58.33E
FG MC CLINTOK	18-36.21N	072-13.99E
GREAT DRILLER CHAAYA	19-14.45N	070-58.88E
GREATDRILL CHITRA	19-34.15N	071-07.97E
GREATDRILL CHETNA	20-08.35N	071-44.49E
JINDAL STAR	18-36.12N	071-01.59E
KEDARNATH	21-03.42N	072-24.69E
NOBLE ED HOLT	18-55.59N	072-02.48E
NOBLE KENNETH DELANEY	18-35.70N	072-12.81E
PLATINUM EXPLORER	10-47.10N	074-55.70E
SAGAR GAURAV	22-25.06N	068-31.04E

096.	India West Coast – Arabian Sea. Continued.			
	SAGAR JYOTI	22-19.98N	068-31.63E	
	SAGAR KIRAN	19-21.67N	071-11.78E	
	SAGAR LAXMI	20-58.00N	071-33.00E	
	SAGAR PRAGATI	20-55.76N	071-31.60E	
	SAGAR UDAY	18-36.16N	071-01.64E	
	SUNDOWNER V	19-32.20N	071-17.80E	
	SUNDOWNER VI	19-34.72N	071-20.65E	
	SUNDOWNER VII	18-36.36N	072-15.80E	
	TRIDENT II	19-10.61N	070-57.70E	
	TRIDENT XII	18-57.44N	072-15.10E	
	VICTORY DRILLER	19-38.00N	071-21.44E	
	Wide berth requested			
2.	Cancel NAVAREA VIII 075/14			
097.	India West Coast – Arabian Sea. Charts 21 202 251 271 291 INT 71 INT 705. 3D seismic data acquisition is in progress by survey vessel Artemis Arctic till 17 Apr 14 in area bounded by			
	(a) 22-55.9N	068-39.9E	(b) 22-39.0N	068-39.9E
	(c) 22-39.0N	067-47.0E	(d) 22-55.9N	067-47.0E
2.	The vessel will be towing 06-12 streamer cables of length 6500 to 8500 Metres. End marked with yellow coloured buoy with flashing white.			
3.	Caution advised and wide berth of 05 NM around the vessel requested.			
4.	Cancel this MSG 181831 UTC Apr 14.			
098.	India West Coast – Gulf of Khambhat. Charts 21 208 209 254 292 2039 2102 INT 705. Vessel MT Gas Millenium broken her anchor with eight shackles of chain cable in the position 21-42.8N 072-28.4E at 192305 UTC Feb 14.			
2.	Caution advised.			
099.	Cancel NAVAREA VIII 094/14 AND this MSG.			
100.	Cancel NAVAREA VIII 067/14 AND this MSG.			
101.	India West Coast – Arabian Sea. Charts 22 257 293 INT 71 INT 705 INT 706. Under water weapons Firing will be carried out from 24 Feb to 05 Mar 14 in area bounded by			
	(a) 14-30N	073-15E	(b) 14-20N	073-50E
	(c) 14-00N	073-50E	(d) 14-00N	073-15E
2.	Cancel this MSG 061930 UTC Mar 14.			
102.	India East Coast – Chennai. 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 28 Feb 14.			
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 280830 UTC Feb 14.			
103.	India East Coast – Bay of Bengal. Charts 32 33 356 INT 71 INT 706. Firing practice between 0230 UTC to 1130 UTC from 01 Mar to 07 Mar and 15 Mar to 21 Mar 14.			
2.	Danger zone 15 NM radius around 13-50N 081-40E.			
3.	Safe flying height 3100 Metres.			
4.	Cancel this MSG 211230 UTC Mar 14.			
104.	Indian Ocean – Northern Part. Charts 31 32 33 308 354 INT 71 INT 706. Experimental flight trial scheduled from ITR launch complex between 0630 UTC to 1030 UTC daily on 04 Mar, 06 Mar, 08 Mar and 10 Mar 14. Danger zone bounded by			
	(a) 17-40.15N	083-35.80E	(b) 15-00.68N	082-55.90E
	(c) 10-42.78S	089-29.50E	(d) 09-40.83S	093-15.33E
	(e) 08-09.73S	096-50.05E	(f) 16-03.80N	085-56.98E
	(g) 17-41.71N	083-40.26E		
2.	Caution advised			
3.	Cancel this MSG 101130 UTC Mar 14.			

105.	NAVAREA VIII – Messages in force as on 211006 UTC Feb 14.															
	2013 SERIES - 012 035 160 197 228 303 320 335 343 370 374 428 430 451 473 493 506 540 547 623 626 662 665 672 680 712 714 715															
	2014 SERIES - 011 015 037 038 042 052 058 059 060 071 077 079 082 083 088 089 090 093 095 096 097 098 100 101 102 103 104															
(a)	NAVAREA VIII warnings less than 42 days old (011/14 onward) are promulgated via safetyNET															
(b)	Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in															
(c)	Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.															
2.	Cancel this MSG 281005 UTC Feb 14.															
106.	Cancel NAVAREA VIII 011/14 and this MSG. Section VII of INM edition 04/14 refers.															
107.	India East Coast – Visakhapatnam. Charts 31 32 308 354 391 3002 INT 706. Seaward firing practice by Naval Coast Battery from 270001 UTC Feb TO 270300 UTC Feb 14.															
2.	Danger zone sector of 15 NM radius between 070 degree and 130 degree from position 17-42N 083-18E.															
3.	Safe flying height 13000 Metres.															
4.	Cancel this MSG 270400 UTC Feb 14.															
108.	India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 241003 UTC Feb 14.															
	ABAN III	18-44.08N	072-18.48E													
	ABAN IV	19-06.83N	070-56.43E													
	ABAN ICE	18-39.65N	070-57.04E													
	BADRINATH	21-36.81N	068-35.17E													
	CE THRONTON	19-32.35N	071-20.92E													
	DEEP SEA FORTUNE	19-22.29N	071-03.62E													
	DEEP SEA FOSSIL	19-18.20N	071-30.65E													
	DISCOVERY-1	18-38.20N	071-00.93E													
	DYNAMIC VISION	18-39.23N	070-58.87E													
	ENERGY DRILLER	18-35.99N	071-00.22E													
	ENSCO 54	19-20.44N	071-58.33E													
	FG MC CLINTOK	18-36.21N	072-13.99E													
	GREAT DRILLER CHAAYA	19-28.80N	071-25.10E													
	GREATDRILL CHITRA	19-34.15N	071-07.97E													
	GREATDRILL CHETNA	20-08.35N	071-44.49E													
	JINDAL STAR	18-36.12N	071-01.59E													
	KEDARNATH	21-03.42N	072-24.69E													
	NOBLE ED HOLT	18-55.59N	072-02.48E													
	NOBLE KENNETH DELANEY	18-35.70N	072-12.81E													
	PLATINUM EXPLORER	10-47.10N	074-55.70E													
	SAGAR GAURAV	22-25.06N	068-31.04E													
	SAGAR JYOTI	22-19.98N	068-31.63E													
	SAGAR KIRAN	19-21.67N	071-11.78E													
	SAGAR LAXMI	20-58.00N	071-33.00E													
	SAGAR PRAGATI	20-55.76N	071-31.60E													
	SAGAR UDAY	18-36.16N	071-01.64E													
	SUNDOWNER V	19-32.20N	071-17.80E													
	SUNDOWNER VI	19-34.72N	071-20.65E													
	SUNDOWNER VII	18-36.36N	072-15.80E													
	TRIDENT II	19-10.61N	070-57.70E													
	TRIDENT XII	18-57.44N	072-15.10E													
	VICTORY DRILLER	19-38.00N	071-21.44E													
	Wide berth requested															
2.	Cancel NAVAREA VIII 096/14															
109.	Cancel NAVAREA VIII 104/14. Indian Ocean – Northern Part. Charts 31 32 33 308 354 INT 71 INT 706. Experimental flight trial scheduled from ITR launch complex between 0630 UTC to 1030 UTC daily on 08 Mar, 10 Mar, 12 Mar and 14 Mar 14. Danger zone bounded by															
	(a)	17-40.15N	083-35.80E	(b)	15-00.68N	082-55.90E										
	(c)	10-42.78S	089-29.50E	(d)	09-40.83S	093-15.33E										
	(e)	08-09.73S	096-50.05E	(f)	16-03.80N	085-56.98E										
	(g)	17-41.71N	083-40.26E													
2.	Caution advised															
3.	Cancel this MSG 141130 UTC Mar 14															

110.	India East Coast – Sagar Island. Charts 31 301 351 3011 INT 706. Sagar island DGPS station (21-39.51N 088-02.82E) will be off the air from 280100 UTC Feb to 011430 UTC Mar 14				
2.	Caution advised				
3.	Cancel this MSG 011530 UTC Mar 14.				
111.	India West Coast – Gulf of Khambhat. Charts 21 208 209 254 292 2039 2102 INT 705. Vessel MV Meem anchored at 21-42.59N 072-21.65E and MV Jiyang anchored at 21-40.11N 072-25.08E. Vessels are manned but unlit				
2.	Caution advised.				
112.	Indian Ocean – Northern Part. Charts 23 32 INT 71 INT 706. Sri Lankan fishing vessel Sankara-02 (regd no. IMUL-A-0465-GLE, length-10.82 Metres) reported adrift in vicinity 05-15N 077-45E with six crew at 250830 UTC Feb 14				
2.	Vessels transiting through the area to keep sharp look out and render assistance.				
113.	India West Coast – Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by Naval Coast Battery				
	DATE	TIME (UTC)			
	04 MAR 14	0900 TO 1200			
	07 MAR 14	0900 TO 1200			
	11 MAR 14	0900 TO 1200 AND 1230 TO 1430			
	14 MAR 14	0900 TO 1200			
	18 MAR 14	0900 TO 1200			
	21 MAR 14	0900 TO 1200			
	25 MAR 14	0900 TO 1200			
	28 MAR 14	0900 TO 1200 AND 1230 TO 1430			
2.	Danger area bounded by				
	(a)	09-57.5N	075-59.5E	(b)	09-57.7N 076-14.2E
	(c)	09-44.0N	076-17.5E	(d)	09-42.5N 076-09.5E
3.	Safe flying height 10000 Metres				
4.	Cancel this MSG 281530 UTC Mar 14.				
114.	Indian Ocean – Bay of Bengal. Charts 31 41 371 INT 71 INT 706. Firing practice by Myanmar Naval ships from 28 Feb to 04 Mar 14 in area bounded by				
	(a)	17-57.5N	093-49.0E	(b)	17-57.5N 094-27.0E
	(c)	16-58.0N	094-26.5E	(d)	16-58.0N 093-49.0E
2.	CANCEL THIS MSG 051930 UTC MAR 14				
115.	India West Coast – Off Mumbai. Charts 21 22 292 293 INT 706. Naval exercise will be carried out from 04 Mar to 06 Mar 14 in following areas				
	(a)	Primary area - 243 prongs LT 65 NM (18-24N 071-46E)			
	(b)	Secondary area - 255 prongs LT 65 NM (18-36.5N 071-42.0E)			
	(c)	DZ – 5X5 NM from the centre of the area nominated			
2.	Caution advised				
3.	Cancel this MSG 071930 UTC Mar 14.				
116.	India East Coast - Gopalpur. Charts 31 352 353 391 3005 INT 706. Firing by army between 2330 UTC to 1800 UTC from 05 Mar to 08 Mar, 09 Mar to 15 Mar and 25 Mar to 28 Mar 14 in area bounded by				
	(a)	19-14.60N	084-53.70E	(b)	19-07.38N 085-35.93E
	(c)	18-33.60N	084-53.73E		
	and arc of 41 NM radius joining point (b) and (c)				
2.	Safe flying height 6100 metres				
3.	Cancel this MSG 281900 UTC Mar 14.				
117.	India East Coast- Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 281003 UTC Mar 14				
	ABAN II	16-39.12N	082-22.73E		
	ACTINIA	16-33.72N	082-28.35E		
	DEEP SEA MATDRILL	16-33.83N	082-19.90E		
	DSR DHIRUBHAI DEEPWATER KG-1	11-43.56N	080-33.15E		
	DSR DHIRUBHAI DEEPWATER KG-2	16-41.34N	082-41.53E		
	GSF-140	16-27.12N	082-28.43E		
	HERCULES TRIUMPH	16-28.46N	082-12.60E		
	MG HULME JR	16-35.05N	082-25.35E		
	NOBLE DUCHESS	16-29.36N	082-23.88E		
	SAGAR RATNA	15-17.29N	080-08.50E		
	D S SAGAR VIJAY	16-19.08N	082-16.00E		
	DSR GSF EXPLORER	16-04.98N	082-14.07E		
	SAGAR BHUSHAN	16-33.29N	082-23.76E		
	Wide berth requested				
2.	Cancel NAVAREA VIII 095/14.				

118. NAVAREA VIII-Messages in force as on 281004 UTC Feb 14

2013 Series - 012 035 160 197 228 303 320 335 343 370 374 428 430 451 473 493 506 540
547 623 626 662 665 672 680 712 714

2014 Series - 015 037 038 042 058 059 060 071 077 079 082 083 088 089 090 093 097 098
101 103 108 109 110 111 112 113 114 115 116 117

- (a) NAVAREA VIII warnings less than 42 days old (037/14 onward) are promulgated via SafetyNET
 - (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in
 - (c) Texts of NAVAREA VIII Warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.
2. Cancel this MSG 071004 UTC Mar 14.



SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

(Note: For hard copy in colour, kindly download from www.hydrobharat.nic.in/edition_2014.html)

West Coast of India Pilot (INP-1)

Chapter – 9 (Page 290)

(Source: ROS A (N)-258, Sanghi Jetty Ltd.)

Delete article 9.212a and replace by,

Chart 2112

Sanghi Jetty (Kharo Creek)

9.212a

1 Position and function. Sanghi jetty (23°23'N, 68°34'E) lies inside northern arm of Kharo creek. The principal function of jetty is handling inward/outward cargo (Cement, Clinker, Gypsum and Coal).

2 Port Authority. Port Captain/ Manager (Port and Shipping), P.O.-Sanghipuram, Tahsil-Abdasa, Dist.-Kachchh, Gujrat, India.

www.sanghicement.com



(Photo Courtesy: Sanghi Jetty Ltd.)

Aerial view of Sanghi Jetty

3 Port Operations. The jetty operates 24x7.

4 Approach Channel. The jetty can be approached, through a 9.4 nm length and 100 mtrs width buoyed channel from the fairway buoy (23°13'.87N, 68° 28'.99E), by small crafts, barges and vessel having draught of 2-3 mtrs. The channel is marked with 08 sets of buoys in addition to four single buoys. The topography on either side of the channel is predominantly mud flats with mangrove vegetation. Navigable water is confined to the centre of the channel. The general depth in the channel is about 2-6 mtrs. At the mouth of the channel the maximum depth is 19 mtrs.

5 Caution. The depth in the channel and the banks are liable to change. The traffic inbound/outbound from neighbouring Jaypee Captive jetty should also be accounted for whilst navigating. Depth is required to be constantly monitored for shoal depths during the entire passage of the creek.

6 Local Knowledge. The local knowledge of the area around the Sanghi jetty is most essential whilst navigating within the channel.

7 Approach aspect. Whenever a vessel is making approach on the jetty due regards to be given to the current and the shallow depths on the southern end of the jetty.

8 Pilot is available and boarding point is 23°14'.06N, 68° 28'.53E. Usually vessels less than 3000 GT are handled under the guidance of Port Captain.

9 Berths. A total quay length of 204 mtrs with 23 mtrs width having three berths.

10 Landmarks.

Sanghi Cement factory (23°22'.69N, 68° 34'.25E)

11 Tugs. One in no Twin Screw tug boat of 07 ton bollard pull is available around the clock on request to port authority.

12 Loading/unloading facilities. Bulk loading/unloading is carried out by 04 nos. of excavators and cement bags loading is carried out by shore cranes.

13 Port Services

Supplies. Freshwater.

Facilities. Police, Fire fighting.

14 Communications.

VHF Channel. Ch 16

Nearest Highway. SH 49 (30 kms)

Nearest Airport. Bhuj (150 kms)

Nearest Railway. Bhuj (150 kms)

Bay of Bengal Pilot (INP-2)

Chapter – 2 (Page 100)

(Source: Karaikal Port Trust)

Article 2.21, Para 6, line 5

Delete text “Radius of 190 m.” and replace with, “Turning circle centred on 10°50'.35N 79°51'.07E with, a radius of 250 m, and maintained depth 14.5 m.”

Article 2.21, Para 11, Subpara (c),

Delete characteristics of Forward transit “Fl W 5s 12m 5M” and replace with “Fl W 5s 19m 5M”

Article 2.22,

Delete para 2 and replace by,

2 Berthing and Wharves. The port consists of four berths with a maintained depth of 14.5 m alongside. Berth 1&2 are 230 mtrs in length, while 3&4 is 360 mtrs.

An Off shore survey vessel (**Berth No. 9**) with a maintained depth of 10 m alongside is also available, as an extension of Berth No. 1 eastward.

Chapter – 2 (Page 114)
(Source: L&T Kattupalli Port)

Article 2.92a, Para 5

Delete line 1-6, and replace by

5 **Harbour.** The harbour is entered through a 180 mtrs wide dredged channel marked by light buoys. At the end of channel there is a turning circle, 580m in diameter, near main berthing area. The harbour is protected by two breakwaters North (1.7 km) and South (1.8 km) respectively.

Article 2.92a,

Delete para 16 & 22 and replace by,

16 **Cranes.** For Container Handling each of the berths CB 1 and CB 2 have 3 RMQC (Rail Mounted Quayside Cranes) STS (Ship to Shore) cranes which can handle both 20ft and 40ft containers with 52m outreach and with a safe working load of 65 tons with dual lift and 80 tons on hook. The Container Yard has 15 RTG (Rubber Tyre Gantry) Cranes of 40T capacity each.

22 **Port Authority** Following are to be contacted for arrival information and other details:

- (a) Tamil Nadu Maritime Board
No. 171, South Kesavaperumal Puram,
Chennai- 600 028.
Phone: +91(0)44-2464 1232/ 2493 4481
Fax: +91(0)44-2495 1632
E-mail: shipping.tnmb@gmail.com
- (b) Port Conservator Kattupalli (TNMB)
Ms. Persis
Ph: +91(0)44- 2796 8545
E-mail: TNMB@LNTKATTUPALLIPORT.COM
- (c) Capt N.Viswanathan, GM (Marine)
L&T Shipbuilding Limited – Port Division
Kattupalli village, Ponneri taluk
Tiruvallur district
Tamilnadu 600 120.
Ph: +91(0)44- 2796 8105
Fax: +91(0)44- 2796 8200
E-mail: VISWANATHAN@LNTIDPL.COM
- (c) **Port Control**, L&T Ports Kattupalli
Telephone: +91(0)44 2796 8500
Fax: +91(0)44 2796 8515
E-mail: MARINE@LNTKATTUPALLIPORT.COM

SECTION – VII

CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7695	- Jazireh-ye Forur (Farur) (IR)	26 17.56 N 54 30.09 E	FI(2)W 10s	170	12	White metal framework tower, red bands 17	
--	--	..	Racon	..	..	..	ILRS Vol 2 Station 78430 TD 2014 *
D7703	-Jazireh -ye Tonb-e Bozorg. Summit	26 16.20 N 55 17.89 E	FI W 10s	75	18	Metal framework tower 25	fl 0.3. Obscured 077°-080°(3°) by peaks on jazireh-ye Tonb-e Kuchek.
---	---	..	Racon	..	..	..	ILRS Vol 2 Station 78460 TD 2014 *
D7712	Ra's al Kuh (IR)	25 50.27 N 57 18.51 E	FI W 10s	45	18	Metal framework tower 20	
-	-	..	Racon	..	..	..	ILRS Vol 2 Station 78540 TD 2014 *
F0914-5	Karaikal Port. Ldg Lts 270°. Front	10 50-35 N 79 50-84 E	FI W 5s	19	5	Round metal structure	*
F0914-53	Karaikal Port. S Breakwater	10 50-22 N 79 51-42 E	FI(2)R 5s	9	5	Concrete structure 3	*
F0914-531	Karaikal Port. N Breakwater	10 50-47 N 79 51-42 E	FI(2)G 5s	9	5	Concrete structure 3	*
F1685.78	- Banyan	01 13.35 N 103 41.58 E	FI(2)W 10s	11	5	Black 8 on black beacon, red band	Ra refl. Isolated danger mark. *
K0838.4	- Pulau Simuk (ID)	00 05.20 S 97 51.38 E	LFI W 10s	43	25	White lighthouse	fl 2 *
K1082.048	- ULA (ID)	06 05.65 S 107 42.57 E	Mo(U) W 15s	..	12	Platform	(fl 0.5,ec 0.5)x 2, fl 1.5, ec 11.5 *
K1169	- Kantor ASDP (ID)	07 10.57 S 112 43.28 E	Q Y 1s	..	..	Yellow x on yellow beacon	*
*	*	*	*	*	*	*	*

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. 01 dated 01 Jan 2014)

NIL

INP 31(5), 2011

(Last correction: Edition No. 04 dated 15 Feb 2014)

NIL

INP 31(6), 2012

(Last correction: Edition No. 04 dated 15 Feb 2014)

PAGE 48, INDIA, KATTUPALLI, Pilots and Port, CONTACT DETAILS Section:

Delete entry and replace by;

CONTACT DETAILS:

Port Authority

VHF Channel: Ch 16; 73
Telephone: +91(0)44 2464 1232
+91(0)44 2493 4481
Fax: +91(0)44 2495 1632
E-mail: shipping.tnmb@gmail.com

Port Control

VHF Channel: Ch 16; 73
Telephone: +91(0)44 2796 8500
Fax: +91(0)44 2796 8515
E-mail: MARINE@LNTKATTUPALLI.ORG

Port Conservator

Telephone: +91(0)44 2796 8545
Fax: +91(0)44 2796 8515
E-mail: TNMB@LNTKATTUPALLI.ORG

GM (Marine)

Telephone: +91(0)44 2796 8105
Fax: +91(0)44 2796 8200
E-mail: VISWANATHAN@LNTIDPL.COM

Tugs

VHF Channel: Ch 16

(Source: L&T Kattupalli Port)

(05/14)

PAGE 169, SINGAPORE, SINGAPORE, Port and Port Operations, CONTACT DETAILS Section:

Delete Cyrene Control & Waterboats and tug deployment entry and replace by;

Pasir Panjang Control

VHF Channel: Ch 25

Waterboats and tug deployment

VHF Channel: Ch 17

Insert entry at the end of CONTACT DETAILS Section:

Tuas Terminal

Call: Tuas Terminal Control
VHF Channel: Ch 17
Telephone: +65 68613227
Fax: +65 68979921
E-mail: terminal@oceantankers.com.sg

(Source: ALRS 2013/14, BA 09/14)

(05/14)

SECTION – IX
CORRECTIONS TO MISCELLANEOUS NAUTICAL PUBLICATIONS

Indian Notices to Mariners, Special Edition-2012

Special Notice No. 9 (Page 111)

(Source: INHO, Dehradun)

FIRING AREAS, Para 14, Off Gopalpur

Delete entry and replace by,

14. **Off Gopalpur.**

a) 19°14'.60 N, 084°53'.70 E

b) 19°07'.39 N, 085°35'.94 E

c) 18°33'.61 N, 084°53'.74 E

An arc joining point (b) and (c) with a radius of 75 km from the centre point (a).

SECTION – X

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

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

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

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

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

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

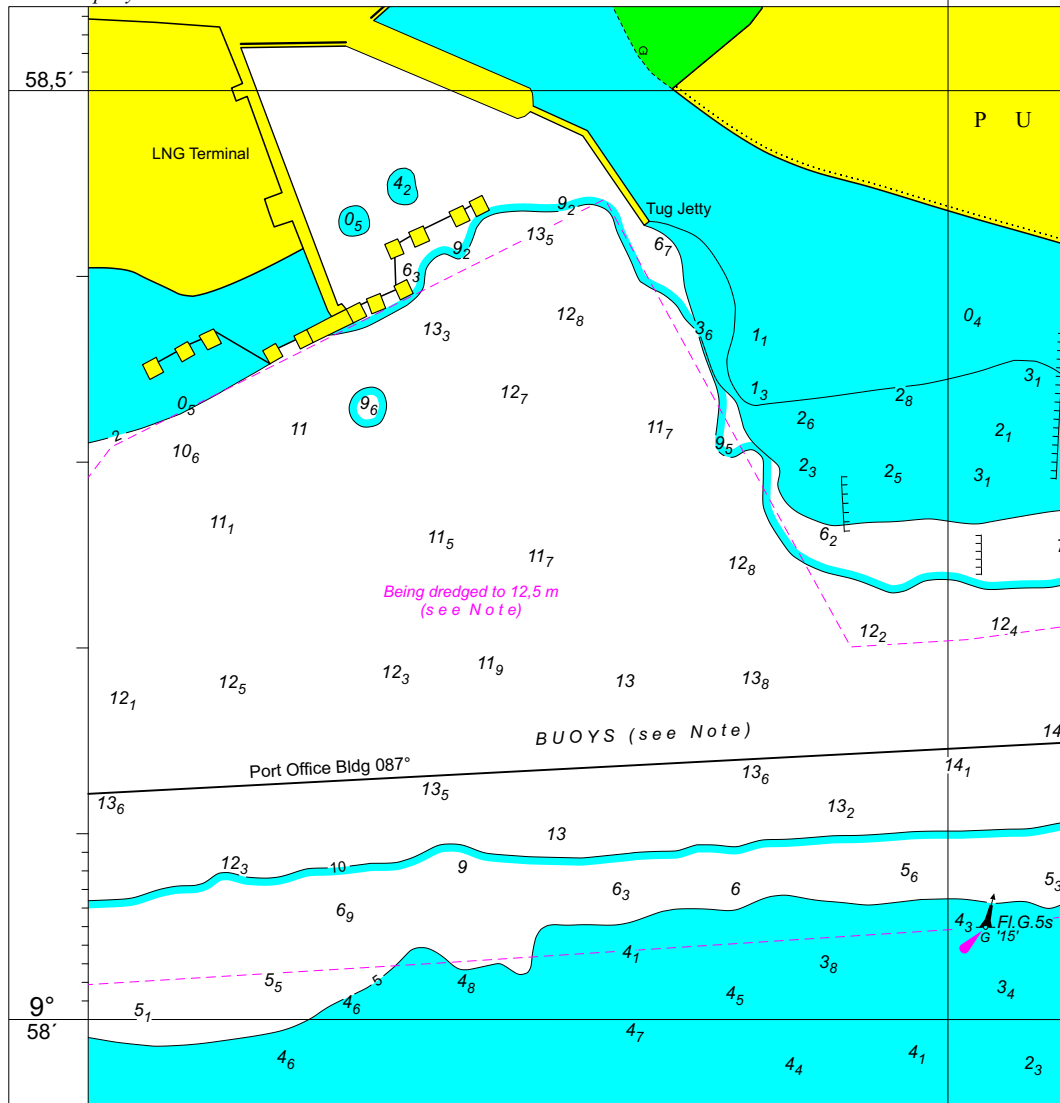


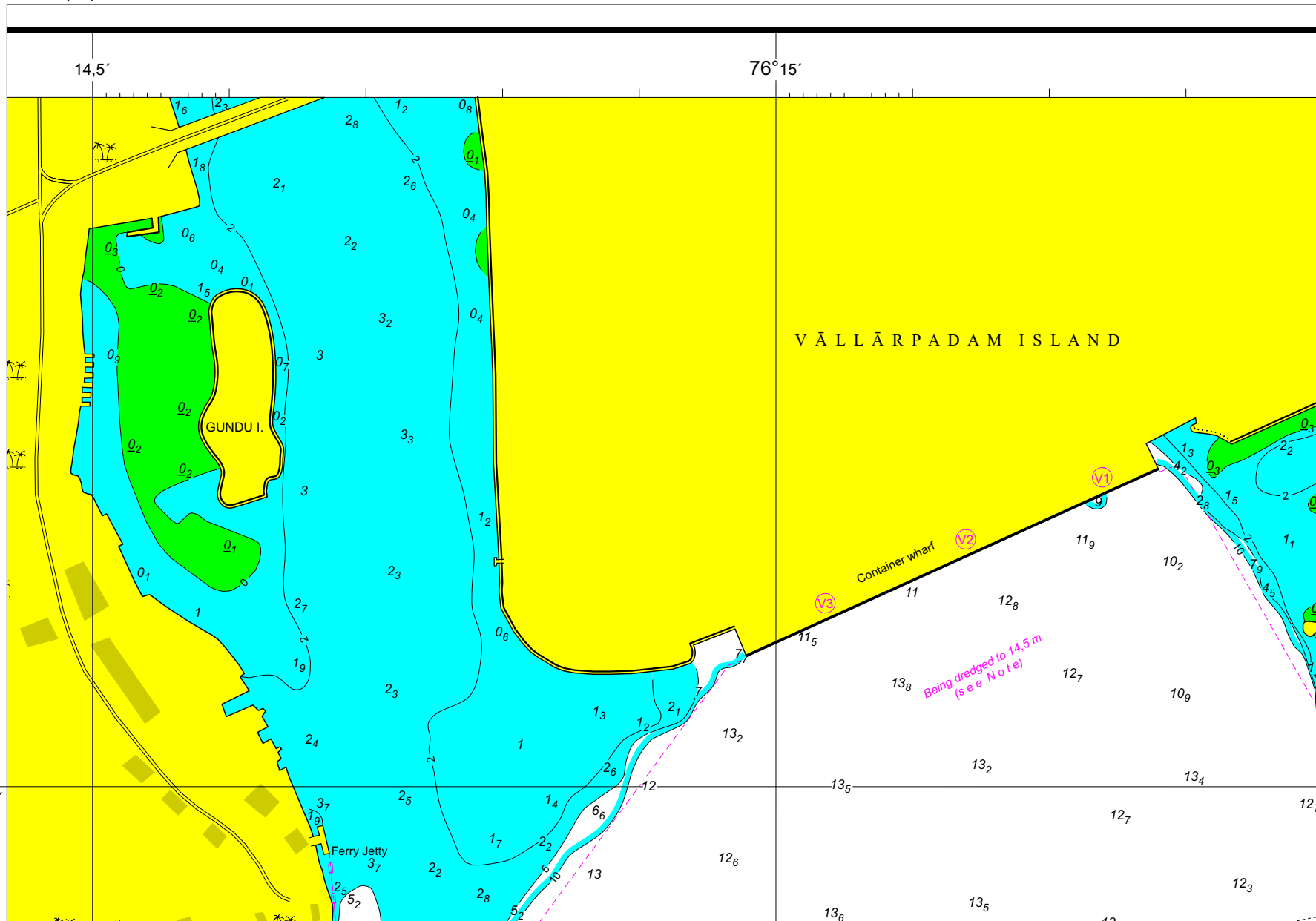
HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes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

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

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

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





Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide.

Heights are in metres. Underlined figures are drying heights above Chart datum; all other heights are above Mean High Water Springs.

Horizontal Datum : World Geodetic System 1984.

Navigational marks: IALA Maritime Buoyage System – Region A (Red to port).

Projection : Transverse Mercator.

Sources : Compiled from hydrographic surveys of 2011, surveyed by Cdr. A Muralidhar, IN, INS Investigator on scale 1: 12 500. Later additions and corrections to 2013. Topography is derived from IN survey and Satellite Imagery.

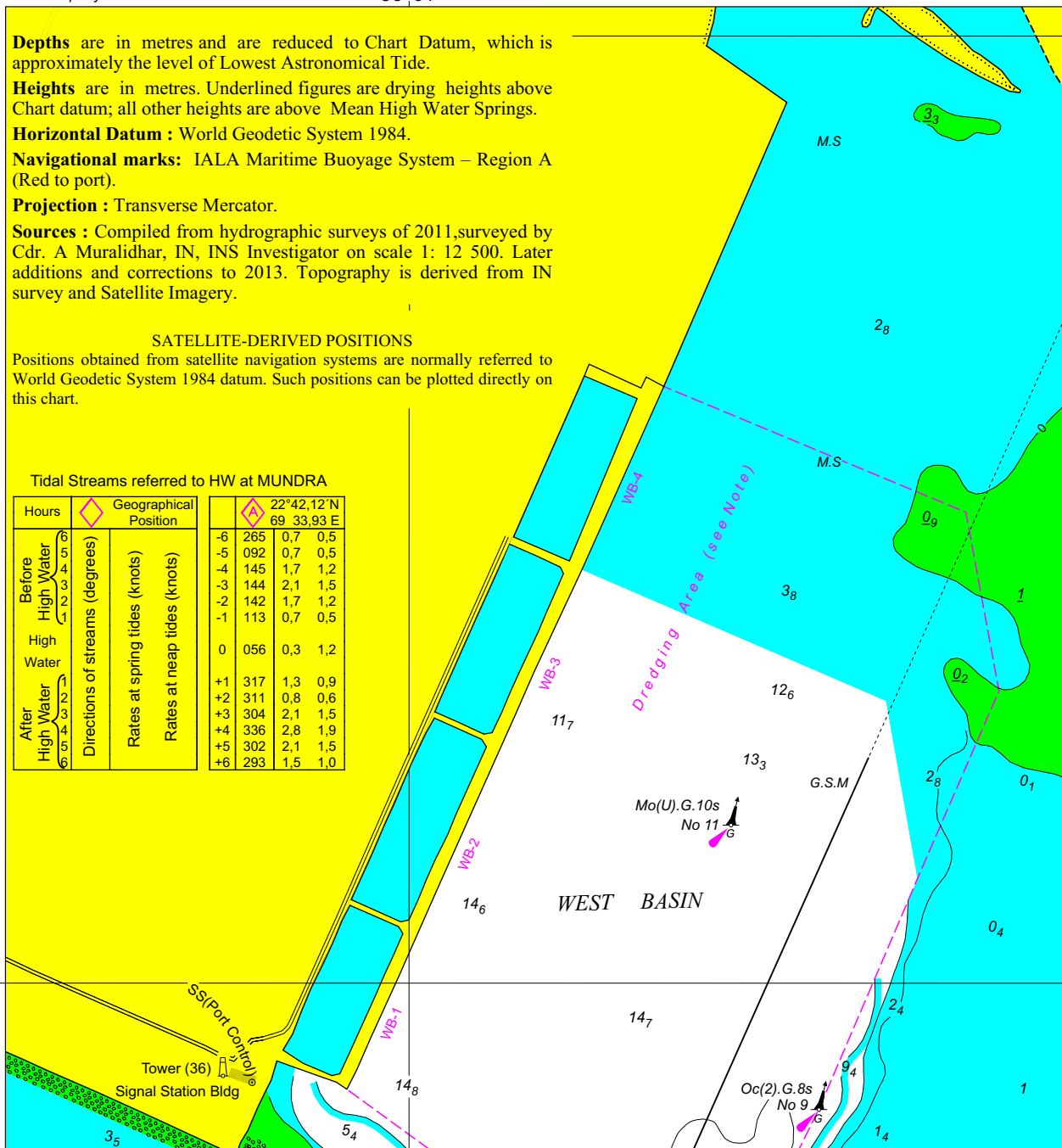
SATELLITE-DERIVED POSITIONS

Positions obtained from satellite navigation systems are normally referred to World Geodetic System 1984 datum. Such positions can be plotted directly on this chart.

Tidal Streams referred to HW at MUNDRA

Hours	Geographical Position	22°42,12'N 69°33,93'E		
Before High Water	Directions of streams (degrees)	Rates at spring tides (knots)	Rates at neap tides (knots)	
6	1	-6 265 0,7 0,5		
5	2	-5 092 0,7 0,5		
4	3	-4 145 1,7 1,2		
3	4	-3 144 2,1 1,5		
2	5	-2 142 1,7 1,2		
1	6	-1 113 0,7 0,5		
High Water		0 056 0,3 1,2		
After High Water				
1		+1 317 1,3 0,9		
2		+2 311 0,8 0,6		
3		+3 304 2,1 1,5		
4		+4 336 2,8 1,9		
5		+5 302 2,1 1,5		
6		+6 293 1,5 1,0		

22°
45'



69°41'

To accompany Indian Notice to Mariners No.058/2014

69°42'

22°
44'

S O U T H B A S I N

SB-6

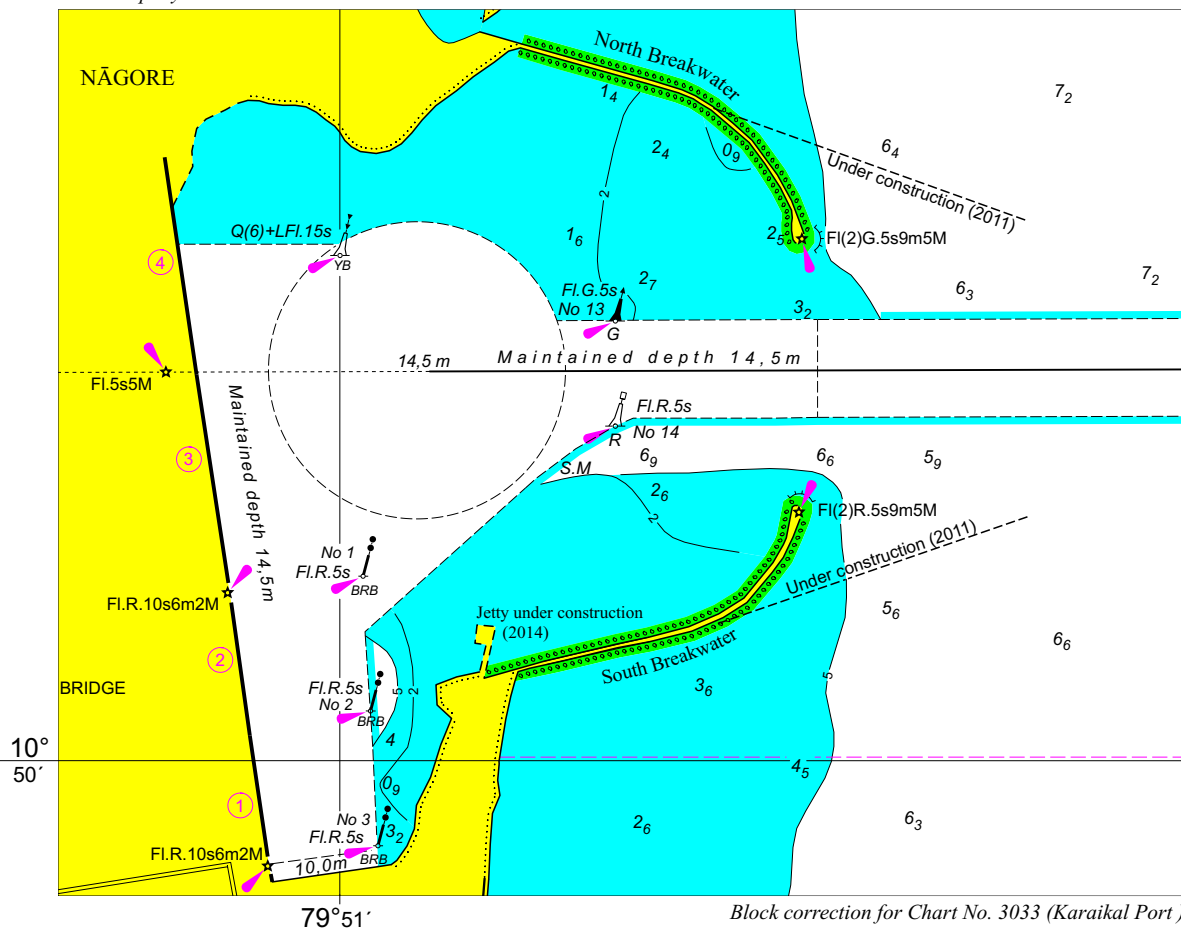
SB-7

Dredging Area (see Note)

B6 $\begin{array}{c} \text{R} \\ \text{FI.R} \end{array}$ B5 $\begin{array}{c} \text{G} \\ \text{FI.G} \end{array}$ B3 $\begin{array}{c} \text{G} \\ \text{FI.G} \end{array}$ B4 $\begin{array}{c} \text{R} \\ \text{FI.R} \end{array}$ B1 $\begin{array}{c} \text{G} \\ \text{FI.G} \end{array}$ B2 $\begin{array}{c} \text{R} \\ \text{FI.R} \end{array}$

bkSh.fS.M

G.cS





FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC