

INDIAN NOTICES TO MARINERS

EDITION NO. 08 DATED 16 APR 2014

(CONTAINS NOTICES 078 TO 084)



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WWW

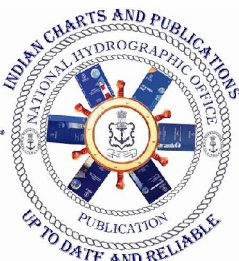
www.hydrobharat.nic.in

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	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



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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**

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 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 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>
2036 (INT 7352)	15-03-2014	DIGHI HARBOUR (MURUD – JANJIRA) AND APPROACHES Limits 18° 12'.90N; 72° 46'.00E. 18° 21'.70N; 73° 00'.00E.	25,000	3	Rs. 1870.00
2079 (INT 7329)	15-03-2014	APPROACHES TO MUNDRA PORT Limits 22° 34'.60N; 69° 29'.20E. 22° 47'.40N; 69° 50'.70E.	37,500	2	Rs. 1870.00
2503	31-03-2014	APPRACHES TO CARGADOS CARAZOS SHOALS (SAINT BRANDON) Limits 16° 53'.00S; 59° 22'.00E. 16° 13'.00S; 59° 49'.00E.	75,000	1	Rs. 1870.00

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 The Indian Charts permanently withdrawn is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
2036	30-04-2011	DIGHI HARBOUR (MURUD – JANJIRA) AND APPROACHES	2036 (INT 7352)	15-03-2014
2079	31-08-2010	APPROACHES TO MUNDRA PORT	2079 (INT 7329)	15-03-2014
2503	31-03-2012	APPRACHES TO CARGADOS CARAZOS	2503	31-03-2014

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>
IN62110B	2110	DAHEJ HARBOUR	25-03-2014
IN42503A	2503	CARGADOS CARAJOS SHOALS	25-03-2014
IN53008A	3008	VADAREVU ANCHORAGE	24-03-2014
IN53008I	3008	NIZMPATNAM ANCHORAGE	24-03-2014
IN63030A	3030	BHIMUNIPATNAM ANCHORAGE	24-03-2014
IN53030P	3030	APPROACHES TO BHIMUNIPATNAM	24-03-2014

VI

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>
IN62082D	2082	DAHEJ HARBOUR	01-07-2006
IN42503C	2503	CARGADOS CARAJOS SHOALS	29-09-2009
IN53008V	3008	VADAREVU ANCHORAGE	20-03-2008
IN53008N	3008	NIZMPATNAM ANCHORAGE	20-03-2008
IN63030B	3030	BHIMUNIPATNAM ANCHORAGE	12-05-2009
IN53030A	3030	APPROACHES TO BHIMUNIPATNAM	12-05-2009

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2045 (INT7360)	PORT OF KOCHI	7,500	New Chart
2082	APPROACHES TO DAHEJ	25,000	New Chart

Availability of ENCs.

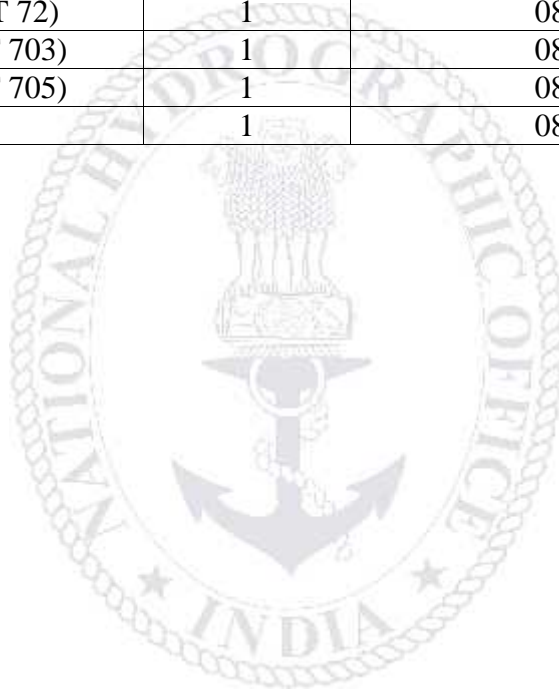
The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENCs through the world wide network of their agents and distributors. Updates are also made available as per the existing policy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

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

SECTION – I

The list of charts affected by the notices 078 to 084 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
31	5	083
211	3	078
255 (INT 7334)	3	078
289	1	084
292 (INT 7021)	2	078
360	7	083
361	7	083
2032	3	080
2061	1	082
2104	3	079
7071 (INT 71)	1	081
7072 (INT 72)	1	081
7703 (INT 703)	1	081
7705 (INT 705)	1	081
8004	1	084



2.1
SECTION – II
PERMANENT NOTICES

***078/(08/14) INDIA – WEST COAST – Approaches to Mumbai – Platforms.**


Source: HQODAG.

Chart 292 (INT 7021) [previous update 180/13]

Insert 


19° 11'·95N., 72° 11'·01E.
18° 39'·32N., 70° 58'·88E.

Chart 255 (INT 7334) [previous update 211/13]

Insert 

19° 05'·25N., 72° 06'·93E.
19° 07'·70N., 71° 59'·97E.
19° 15'·15N., 72° 02'·20E.
19° 11'·90N., 72° 11'·04E.
18° 39'·27N., 70° 58'·91E.

Chart 211 [previous update 211/13]

Insert 

19° 11'·95N., 72° 11'·01E.

***079/(08/14) INDIA – WEST COAST – Kollam Port – Port Limit. Legend.**

Source: NHO.

Chart 2104 [previous update 060/13]

Insert limit of Port of Kollam, pecked line, joining:

08° 54'·74N., 76° 32'·56E. (Shore)
08° 54'·74N., 76° 31'·00E. (W Border)
and
08° 51'·49N., 76° 36'·70E. (Shore)
08° 50'·60N., 76° 32'·71E. (W Border)
08° 54'·72N., 76° 31'·41E.
08° 51'·25N., 76° 35'·50E.

legend “*Limit of Port of Kollam*”, Centered on:

Delete Former limit of Port of Kollam, pecked line, joining:

08° 54'·69N., 76° 32'·57E. (Shore)
08° 54'·69N., 76° 31'·00E. (W Border)
and
08° 51'·48N., 76° 36'·71E. (Shore)
08° 50'·60N., 76° 32'·50E. (W Border)
08° 54'·67N., 76° 31'·41E.
08° 51'·08N., 76° 34'·73E.

legend “*Limit of port of Kollam*”, Centered on:

***080/(08/14) INDIA – WEST COAST – Nindakara and Kollam Anchorages – Contour.**

Source: NHO.

Chart 2032[previous update NC 28 Feb 14]

Delete 15m contour centered on:

08° 53'·14N., 76° 31'·06E.
08° 52'·93N., 76° 31'·52E.

081/(08/14) INDIAN OCEAN – NORTHERN PORTION –Depth.

Source: BA Notice 1693/14.

Chart 7071(INT 71) [previous update 146/13]

Substitute 117 m, for 200 m: 11° 45'·30N., 55° 09'·40E.

Chart 7072(INT 72) [previous update 146/13]

Substitute 117 m, for 200 m: 11° 45'·60N., 55° 09'·90E.

Chart 7703(INT 703) [previous update 162/13]

Substitute 117 m, for 200 m: 11° 47'·20N., 55° 11'·10E.

Chart 7705(INT 705) [previous update 199/13]

Substitute 117 m, for 200 m: 11° 47'·30N., 55° 10'·20E.

082/(08/14) INDIAN OCEAN – MALDIVES – Male Atoll – Depths.

Source: BA Notice 1672/14.

Chart 2061 [previous update 044/13]Insert depth, 6₃ m (a) 04° 15'·36N., 73° 32'·80E.depth, (12₅) 04° 16'·64N., 73° 25'·59E.Delete depth, 8₇ m, close SE of : (a) above**083/(08/14) INDIAN OCEAN – Bay of Bengal – Pussure River to Elephant Point – Wreck.**

Source: BA Notice 1679/14.

Chart 31 [previous update 194/13] WGS 84Insert  21° 43'·50N., 91° 25'·70E.**Chart 360** [previous update 167/13]Insert  21° 43'·45N., 91° 25'·87E.**Chart 361** [previous update 167/13]Insert  21° 43'·46N., 91° 25'·89E.**084/(08/14) UNITED ARAB EMIRATES – Jask to Dubayy and Jazireh - Ye Qeshm – AIS. Legend.**

Source: BA Notice 1297/14.

Chart 289 [previous update 062/14]

Insert Automatic Identification System, AIS, at light-buoy; 24° 40'·00N., 54° 14'·20E.

25° 10'·60N., 54° 52'·30E.

25° 30'·50N., 55° 05'·30E.

25° 15'·30N., 54° 51'·60E.

25° 18'·60N., 55° 09'·90E.

25° 34'·60N., 55° 27'·20E.

26° 04'·70N., 55° 34'·20E.

Chart 8004 [previous update 062/14]

Insert Automatic Identification System, AIS, at light-buoy: 25° 17'·20N., 55° 03'·70E.

25° 30'·50N., 55° 04'·70E.

25° 18'·50N., 55° 10'·00E.

25° 27'·70N., 55° 06'·30E.

25° 15'·20N., 54° 51'·60E.

25° 34'·60N., 55° 27'·60E.

26° 04'·50N., 55° 34'·20E.

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, 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: <http://www.jcomm.info/mmms2014>. 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:-

JEPPESEN MARINE Jeppesen Norway AS P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: info@c-map.no Site: www.c-map.no	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: ewsbom@bom3.vsnl.net.in
M/s C & C Marine Combine 25 Bank Street, 1 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publicatons 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : maalakshmitravel@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: raj_chakravorty@yahoo.com info@c-map.co.in Website: www.c-map.co.in
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in charts@mtnl.net.in	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com pramod@inspireship.com
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: sankar_roy342@yahoo.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: ashiskantha@gmiindia.in Web: www.gmiindia.in
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
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 059	

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 Apr 14:

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

2014 Series - 058 059 077 079 089 097 098 111 119 123 129 135 139 144 151 153 154 175 178
187 192 194 200 206 208 211 213 218 220 221 223 224 225 226 227 228 231 233 234 235 236
237 238 239

3. NAVAREA VIII Warnings issued during the period from 01 Mar to 15 Mar 14 (both dates inclusive) are as tabulated below: –

194. Indian Ocean – Southern Part. Charts INT 70 INT 72 INT 700. Fishing boat FWU FA 12 (length-26.10 metres, colour-white hull) reported missing in vicinity 26-53.64S 059-14.84E with thirteen crew on board at 241710 UTC Mar 14.
2. Vessels transiting through the area to keep sharp look out and render assistance.
195. Cancel NAVAREA VIII 177/14 and this MSG.
196. Cancel NAVAREA VIII 183/14. India West Coast – Gulf of Khambhat. CHARTS 21 207 254 292 INT 705. Narmada Channel marking buoy no 1, 4 and 5 temporarily removed.
2. Caution advised.
197. India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706. Pilotless aircraft trials will be carried out between 022330 UTC Apr to 041230 UTC Apr 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 (d) 19-14.23N 084-48.13E
2. Safe flying height 6100 metres.
3. Cancel this MSG 041330 UTC Apr 14.
198. India East Coast – Gangavaram Port. Charts 31 32 308 354 391 INT 706. Buoy no 6 temporarily removed.
2. Caution advised.
199. India East Coast – Bay of Bengal. Charts 31 351 352 3017 INT 70 INT 71. Experimental flight trial scheduled from ITR launch complex on following dates.
Date Time(UTC)
11 Apr 14 1330 to 1730
12 Apr 14 0330 to 0550 and 1430 to 1630
2. Danger zone bounded by:
(a) 20-47.58N 087-01.83E (b) 19-26.75N 086-43.12E
(c) 14-33.82N 088-26.17E (d) 14-47.90N 089-18.50E
(e) 15-08.72N 090-08.47E (f) 19-58.43N 088-15.73E
(g) 20-49.15N 087-06.38E
3. Caution advised.
4. Cancel this MSG 121730 UTC Apr 14.
200. Bay of Bengal – Andaman Sea. Charts 41 451 INT 71 INT 73 INT 706. Survey vessel MV Asian Warrior will carry out geotechnical site investigation survey till 28 Apr 14 in area bounded by:
Area-I
(a) 14-12.35N 096-01.67E (b) 14-12.35N 096-06.12E
(c) 14-09.09N 096-06.10E (d) 14-09.09N 096-01.67E
Area-III
(a) 13-55.15N 095-45.62E (b) 13-56.65N 095-47.93E
(c) 13-59.48N 095-46.03E (d) 13-57.98N 095-43.72E
Area-V
(a) 14-04.40N 095-41.05E (b) 14-06.27N 095-43.95E
(c) 14-08.53N 095-42.43E (d) 14-06.67N 095-39.51E
Area-VII
(a) 14-21.20N 095-12.05E (b) 14-21.20N 095-14.28E
(c) 14-23.38N 095-14.27E (d) 14-23.37N 095-12.05E
Area-II
(a) 14-13.15N 095-55.95E (b) 14-14.63N 095-58.28E
(c) 14-16.90N 095-56.75E (d) 14-15.40N 095-54.42E
Area-IV
(a) 13-57.78N 095-47.18E (b) 13-59.27N 095-49.50E
(c) 14-01.53N 095-47.98E (d) 14-00.05N 095-45.65E
Area-VI
(a) 14-23.52N 094-56.97E (b) 14-23.53N 094-59.20E
(c) 14-25.70N 094-59.18E (d) 14-25.69N 094-56.97E
Area-VIII
(a) 14-15.23N 095-52.88E (b) 14-17.85N 095-56.95E
(c) 14-21.25N 095-54.65E (d) 14-18.63N 095-50.58E

200. Continued.

Area-IX

(a) 15-28.53N 095-10.83E (b) 15-28.55N 095-16.45E
(c) 15-23.93N 095-16.47E (d) 15-23.92N 095-10.85E

Area-X

(a) 15-28.57N 095-22.02E (b) 15-28.55N 095-16.45E
(c) 15-23.93N 095-16.47E (d) 15-23.95N 095-22.03E

Area-XI

(a) 15-27.30N 095-28.67E (b) 15-27.32N 095-31.52E
(c) 15-25.07N 095-31.53E (d) 15-25.05N 095-28.68E

2.

Wide berth of 2.5 NM around operation area requested.

3.

Cancel this MSG 290001 UTC Apr 14.

201.

Bay of Bengal – Andaman Sea.

Charts 33 41 402 403 INT 741 INT 706. Oceanographic research vessel Samudra Ratnakar will carry out systematic multichannel 2D seismic survey from 02 Apr to 30 Apr 14 in area bounded by:

(a)

11-48.00N 093-12.00E

(b)

11-48.00N 095-47.01E

(c)

13-48.00N 095-47.01E

(d)

13-48.00N 093-12.00E

2.

The vessel will be towing multichannel seismic single streamer cable of length 3000 metres.

3.

Wide berth around the area requested.

4.

Cancel this MSG 010001 UTC May 14.

202.

India West Coast – Okha.

Charts 21 202 203 251 271 291 2013 2068 INT 705. Firing by Naval Coast Battery between 0530 UTC to 0730 UTC on 09 Apr 14.

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 090830 UTC Apr 14.

203.

India East Coast – Bay of Bengal.

CHARTS 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 021002 UTC Apr 14:

ABAN II

15-01.03N

080-10.12E

ACTINIA

16-26.83N

082-21.29E

DEEP SEA MATDRILL

16-33.83N

082-19.90E

DSR DHIRUBHAI DEEPWATER KG-1

16-30.19N

082-38.50E

DSR DHIRUBHAI DEEPWATER KG-2

16-41.34N

082-41.53E

DSR PLATINUM EXPLORER

19-38.90N

087-23.90E

GSF-140

16-27.12N

082-28.43E

HERCULES TRIUMPH

16-28.46N

082-12.60E

HERCULES 208

16-23.93N

082-07.94E

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

16-05.00N

082-14.01E

SAGAR BHUSHAN

16-33.29N

082-23.76E

Wide berth requested.

2.

Cancel NAVAREA VIII 162/14.

204.

Cancel NAVAREA VIII 173/14, 197/14 and this MSG.

205.

Cancel NAVAREA VIII 196/14. India West Coast – Gulf of Khambhat.

Charts 21 207 254 292 INT 705. Narmada channel marking buoy no 4 and 5 temporarily removed.

2.

Caution advised.

206.

India East Coast – Gopalpur.

Charts 31 352 353 391 3005 INT 706. Air defence firing will be carried out by army between 2330 UTC to 1730 UTC daily from 07-08 Apr, 16-17 Apr, 23-24 Apr and 27-30 Apr 14 in area bounded by:

(a)

19-14.60N 084-53.70E

(b)

19-07.72N 085-35.32E

(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 301830 UTC Apr 14.

207.

Cancel NAVAREA VIII 201/14 and this MSG.

208.

India West Coast – Arabian Sea.

Charts 22 293 INT 71 INT 705. Survey vessel Polar Duke will carry out 3D seismic survey till 03 Jun 14 in area bounded by:

(a)

15-33N 072-43E

(b)

15-58N 072-34E

(c)

16-08N 073-01E

(d)

15-44N 073-11E

2.

The vessel will be towing 10 streamer cables of length 6500 to 8500 Metres. End marked with yellow colour tail buoy flashing white.

3.

Wide berth of 05 NM around the vessel requested.

4.

Cancel this MSG 040001 UTC Jun 14.

209.	Cancel NAVAREA VIII 205/14. India West Coast – Gulf of Khambhat. Charts 21 207 254 292 INT 705. Narmada channel marking buoy no 5 temporarily removed.				
2.	Caution advised.				
210.	Cancel NAVAREA VIII 199/14. India East Coast – Bay of Bengal. Charts 31 351 352 3017 INT 70 INT 71. Experimental flight trial scheduled from ITR launch complex between 0315 UTC to 0515 UTC and 1615 UTC to 1815 UTC daily on 11 Apr and 12 Apr 14 in area bounded by:				
	(a)	20-47.58N	087-01.83E	(b)	19-26.75N 086-43.12E
	(c)	14-33.82N	088-26.17E	(d)	14-47.90N 089-18.50E
	(e)	15-08.72N	090-08.47E	(f)	19-58.43N 088-15.73E
	(g)	20-49.15N	087-06.38E		
2.	Caution advised.				
3.	Cancel this MSG 121915 UTC Apr 14.				
211.	Cancel NAVAREA VIII 370/13 AND 198/14. India East Coast – Gangavaram Port. Charts 31 32 308 354 391 INT 706. Buoy no 6, 7 and 7A temporarily removed.				
2.	Caution advised.				
212.	NAVAREA VIII – Messages in force as on 041004 UTC Apr 14:				
	2013 Series – 012 035 160 197 228 303 320 335 343 374 428 430 451 473 493 506 540 547 626 662 665 672 680 712 714				
	2014 Series – 015 058 059 077 079 089 097 098 111 119 123 129 135 139 144 151 153 154 164 175 178 182 186 187 189 192 194 200 202 203 206 208 209 210 211				
	(a) NAVAREA VIII warnings less than 42 days old (097/14 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 111004 UTC Apr 14.				
213.	India West Coast – off Okha. Charts 21 202 251 252 271 293 INT 71 INT 705. Survey vessel Artemis Arctic will carry out 3D seismic survey till 04 Jun 14 in area bounded by				
	(a)	22-34.73N	068-29.05E	(b)	22-03.83N 068-29.16E
	(c)	22-03.85N	068-37.90E	(d)	22-34.75N 068-37.82E
2.	The vessel will be towing six streamer cables of length 6400 metres. End marked with yellow colour tail buoy flashing white.				
3.	Wide berth of 05 NM around the vessel requested.				
4.	Cancel this MSG 050001 UTC Jun 14.				
214.	Cancel NAVAREA VIII 186/14 and this MSG.				
215.	India West coast – off Redi. Charts 22 257 293 2043 INT 705. Barge MV Ivy Cab (regd no. PNJ-108) reported sunk in position 15-46N 073-37E at 22 Mar 14.				
2.	Caution advised.				
216.	Cancel NAVAREA VIII 210/14. India East Coast – Bay of Bengal. Charts 31 351 352 3017 INT 70 INT 71. Experimental flight trial scheduled from ITR launch complex on following date and time:				
	Date	Time (UTC)			
	11 Apr 14	0315 to 0515 and 1615 to 1815			
	12 Apr 14	1445 to 1815			
2.	Danger zone bounded by:				
	(a)	20-47.58N	087-01.83E	(b)	19-26.75N 086-43.12E
	(c)	14-33.82N	088-26.17E	(d)	14-47.90N 089-18.50E
	(e)	15-08.72N	090-08.47E	(f)	19-58.43N 088-15.73E
	(g)	20-49.15N	087-06.38E		
3.	Caution advised.				
4.	Cancel this MSG 121915 UTC Apr 14.				
217.	Cancel NAVAREA VIII 209/14 and this MSG. Narmada channel marking buoy no 5 re-laid (20-47.90N 072-07.25E).				
218.	India West Coast – Gulf of Khambhat. Charts 21 207 254 292 INT 705. Wreck marking buoy Logos Searcher reported missing From 20-37.9N 071-38.5E.				
2.	Caution advised.				
219.	Indian Ocean – Lakshadweep Sea. Charts 23 INT 71 INT 73 INT 702. Semi submerged wooden made pleasure craft My Linse (length-45.75 metres) reported adrift in vicinity 04-46.7N 074-46.10E. Vessel drifting towards south west of Male Atoll.				
2.	Cancel this MSG on 100533 UTC Apr 14.				
220.	India West Coast – Chaul Kadu. Charts 21 22 211 255 292 INT 705. Chaul Kadu lighthouse (18-35.8N 072-50.9E) unlit.				

221.	Andaman Sea – Andaman Islands. Charts 33 41 402 473 4003 INT 706. Ross Island lighthouse (13-17.95N 093-04.58) unlit.	
222.	India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706. Air defence firing will be carried out BY army between 2330 UTC to 1800 UTC daily from 09-10 Apr and 11-12 Apr 14 in area bounded by: (a) 19-14.60N 084-53.70E (b) 19-07.38N 085-35.32E (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 121900 UTC Apr 14.	
223.	India West Coast – Lakshadweep Sea. Charts 22 268 273 INT 71 INT 705. Black and white coloured hull MSV Nida (Port Registry-MNG 458) Reported missing since 050930 UTC Apr 14 with five crew, last known position 30 NM east off Androth. 2. Vessels transiting through the area to keep sharp look out and render assistance.	
224.	Cancel NAVAREA VIII 215/14(.) India West Coast – Off Redi. Charts 22 213 214 257 293 2043 INT 71 INT 72 INT 73 INT 705. Barge MV IVY Cab (Regd No. PNJ-108) reported sunk in position 15-46N 073-37E at 22 Mar 14 2. Caution advised.	
225.	India East Coast – off Amalapuram. Charts 31 32 354 355 391 INT 71 INT 706. 12 meters yellow cylindrical buoy deployed by rig GSF 140 IN position 16-30.40N 082-29.63E. buoy unlit. 2. Caution advised.	
226.	India East Coast – off Visakhapatnam. Charts 31 32 354 391 INT 71 INT 706. An autonomous ambient noise measurement system deployed by National Institute of Ocean Technology for shallow water ambient noise measurements till 30 Apr 14 in position 17-38.50N 083-16.50E. 2. Caution advised. 3. Cancel this MSG ON 010001 UTC May 14.	
227.	India West Coast – Trivandrum. Charts 22 32 222 260 INT 706. RH 200 Rocket launch from Thumba equatorial rocket launching station 08-31.98N 076-52.05E between 0530 UTC to 0730 UTC on 23 Apr 14. 2. Danger zones: (a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree. (b) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree. 3. Cancel this MSG 230830 UTC Apr 14.	
228.	India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 111002 UTC Apr 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 THRENTON	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 070-58.86E
	ENERGY DRILLER	18-35.99N 071-00.22E
	ENSCO 54	19-22.40N 072-00.55E
	FG MC CLINTOK	18-36.21N 072-13.99E
	GREAT DRILLER CHAAYA	19-28.77N 071-25.13E
	GREATDRILL CHITRA	19-34.15N 071-07.97E
	GREATDRILL CHETNA	20-08.20N 071-44.59E
	JINDAL STAR	18-36.12N 071-01.59E
	JT ANGEL	20-51.50N 071-29.10E
	KEDARNATH	21-02.47N 072-05.09E
	NOBLE ED HOLT	18-55.59N 072-02.48E
	NOBLE KENNETH DELANEY	18-39.66N 072-13.33E
	RON TAPMEYER	19-07.74N 072-02.61E
	SAGAR GAURAV	19-37.52N 071-23.17E
	SAGAR SHAKTI	22-18.70N 068-30.90E
	SAGAR JYOTI	19-04.16N 072-05.24E
	SAGAR KIRAN	19-21.07N 071-10.91E
	SAGAR LAXMI	20-58.00N 071-33.00E
	SAGAR PRAGATI	20-55.76N 071-31.60E
	SAGAR UDAY	19-06.32N 071-22.21E
	SUNDOWNER V	19-32.20N 071-17.80E

228.	Continued. SUNDOWNER VII 18-43.45N 072-20.31E 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 189/14.
229.	India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 111003 UTC Apr 14:
	ABAN II 15-01.03N 080-10.12E ACTINIA 16-26.83N 082-21.29E DEEP SEA MATDRILL 16-33.83N 082-19.90E DSR DHIRUBHAI DEEPWATER KG-1 16-30.19N 082-38.50E DSR DHIRUBHAI DEEPWATER KG-2 16-41.34N 082-41.53E DSR PLATINUM EXPLORER 19-26.00N 086-43.00E GSF-140 16-27.12N 082-28.43E HERCULES TRIUMPH 16-28.46N 082-12.60E HERCULES 208 16-23.93N 082-07.94E MG HULME JR 15-35.05N 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 16-05.00N 082-14.01E SAGAR BHUSHAN 16-33.29N 082-23.76E wide berth requested.
2.	Cancel NAVAREA VIII 203/14.
230.	Indian Ocean – Southern Part. Charts INT 70 INT 72 INT 700. White coloured fishing vessel FWU FA NO. 12 (C/S BJ4914, length-26 metres) reported missing since 27 Mar 14 in vicinity 26-53S 059-14E.
2.	Vessels transiting through the area to keep sharp look out and render assistance.
3.	Cancel this MSG 141004 UTC Apr 14.
231.	NAVAREA VIII – Messages in force as on 111005 UTC Apr 14: 2013 Series – 012 035 160 197 228 303 320 335 343 374 428 430 451 473 493 506 540 547 626 662 665 672 680 712 714 2014 Series – 058 059 077 079 089 097 098 111 119 123 129 135 139 144 151 153 154 175 178 187 192 194 200 206 208 211 213 216 218 220 221 222 223 224 225 226 227 228 229 230 (a) NAVAREA VIII Warnings less than 42 days old (111/14 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 171005 UTC Apr 14.
232.	Cancel NAVAREA VIII 216/14 and this MSG.
233.	India West Coast – off Mumbai. Charts 21 22 211 255 292 293 2016 INT 71 INT 706. 700 Concrete coated pipes reported fallen overboard from cargo barge Freight-75 and sunk in vicinity 18-59.72N 072-40.62E. Extent of submerged pipe area approx 46 metres by 29 metres. Submerged pipes measured approx 04 to 09 metres above seabed.
2.	Caution advised.
234.	Indian Ocean – Somali Basin. Charts INT 71 INT 72 INT 702. One partially submerged buoy with WISP Antenna (length-5 metres) reported adrift with one yellow coloured floating drum 2-3 metres aside in vicinity 00-31.1S 051-56.9E at 130500 UTC Apr 14.
2.	Caution advised.
3.	Cancel this MSG 161401 UTC Apr 14.
235.	India East Coast – Bay of Bengal. Charts 31 32 391 INT 71 INT 701 INT 706. Firing practice by naval ships from 252330 UTC to 260330 UTC Apr, 261230 UTC to 261829 UTC Apr, 262330 UTC to 270330 UTC Apr and 271230 UTC to 271829 UTC Apr 14 in area bounded by:
	(a) 15-30N 083-24E (b) 16-14N 084-00E
	(c) 15-34N 084-46E (d) 15-08N 084-24E
	Safe flying height 22000 metres
2.	Cancel this MSG 271930 UTC Apr 14

236.	India East Coast – Bay of Bengal. Charts 31 32 391 INT 71 INT 701 INT 706. Firing practice by naval ships from 240230 UTC to 240730 UTC Apr, 250230 UTC to 250730 UTC Apr, 252330 UTC to 260330 UTC Apr, 261230 UTC to 261829 UTC Apr, 262330 UTC to 270330 UTC Apr and 271230 UTC to 271829 UTC Apr 14 in area bounded by:
	(a) 15-30N 083-24E (b) 16-22N 084-06E
	(c) 15-14N 085-22E (d) 14-32N 084-50E
	Safe flying height 6000 metres
2.	Cancel this MSG 271930 UTC Apr 14.
237.	India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 151003 UTC Apr 14:
	ABAN II 15-01.03N 080-10.12E
	ACTINIA 16-26.83N 082-21.29E
	DEEP SEA MATDRILL 16-33.83N 082-19.90E
	DSR DHIRUBHAI DEEPWATER KG-1 16-30.19N 082-38.50E
	DSR DHIRUBHAI DEEPWATER KG-2 16-41.34N 082-41.53E
	DSR PLATINUM EXPLORER 19-38.50N 088-10.50E
	GSF-140 16-27.12N 082-28.43E
	HERCULES TRIUMPH 16-28.46N 082-12.60E
	HERCULES 208 16-23.93N 082-07.94E
	MG HULME JR 15-35.05N 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 16-05.00N 082-14.01E
	SAGAR BHUSHAN 16-33.29N 082-23.76E
	wide berth requested
2.	Cancel NAVAREA VIII 229/14
238.	Indian Ocean – Northern Part. Charts INT 71 INT 73 INT 707. Semi-submerged fishing vessel (length-approx 12 metres) adrift in vicinity 00-25.38S 089-34.76E
2.	Cylindrical object adrift in vicinity 00-26.33S 089-34.88E (length-1.5 metres, dimension-approx 01 metres, side-red coloured, both ends-white coloured)
3.	Caution advised
4.	Cancel this MSG 181004 UTC Apr 14
239.	Bay of Bengal – Andaman Sea. Charts 33 41 405 473 INT 71 INT 706. Yellow coloured hull, black bottom fibre fishing dinghy FV Subhasni-i (regd no ANB-M-SA/154, length-11 metres) reported missing with two crew since 12 Apr 14, last known position 11-30N 092-30E
2.	Vessels transiting through the area to keep sharp look out and render assistance.

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

SECTION – VII

CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F1162	- Bell Passage. Ko Khom	09 52.63 N 98 26.57E	Fl W 3s	59	9	White brick tower 11	fl 0.3. The top of the tower shows just clear of the trees.
							*
F1186	Alokawachirayut. (Yongsata). Entrance. N side	07 06-89N 99 40-06E	Fl W 5s	47	10	White metal framework tower 18	fl 0.5.
	*				*		*

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 07 dated 01 Apr 2014)

NIL

INP 31(2), 2007

(Last correction: Edition No. 06 dated 16 Mar 2014)

NIL

INP 31(5), 2011

(Last correction: Edition No. 07 dated 01 Apr 2014)

NIL

INP 31(6), 2012

(Last correction: Edition No. 05 dated 01 Mar 2014)

NIL

SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

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

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

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

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

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



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

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

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

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



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC