



INDIAN NOTICES TO MARINERS



EDITION NO. 20 DATED 16 OCT 2010
(CONTAINS NOTICES 244 TO 256)

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

FEEDBACK: msis-incho-navy@nic.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**



III

EXPLANATORY NOTES

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

- (a) Geographical positions given are in the horizontal datum of the current edition of the chart, unless otherwise stated.
- (b) Bearings are true, reckoned clockwise from 000° to 359°. Bearings to lights are from seaward.
- (c) Symbols referred to, are those shown on the chart INT 1 (5020).
- (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 edition Indian Electronic Navigation Charts that are available for mariners in the market are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
IN52026D	2026	DAMAN ANCHORAGE	30-09-2010
IN52026R	2026	REVADANDA PORT	30-09-2010
IN3201GG	201	GORACHAN CREEK TO GODIA CREEK	31-08-2010

2. The Indian Electronic Navigation Charts permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
IN52026D	2026	DAMAN ANCHORAGE	15-09-2004
IN52026R	2026	REVADANDA PORT	15-09-2004
IN3201GG	201	GORACHAN CREEK TO GODIA CREEK	31-10-2007

3. The forthcoming Indian Charts are as follows:-

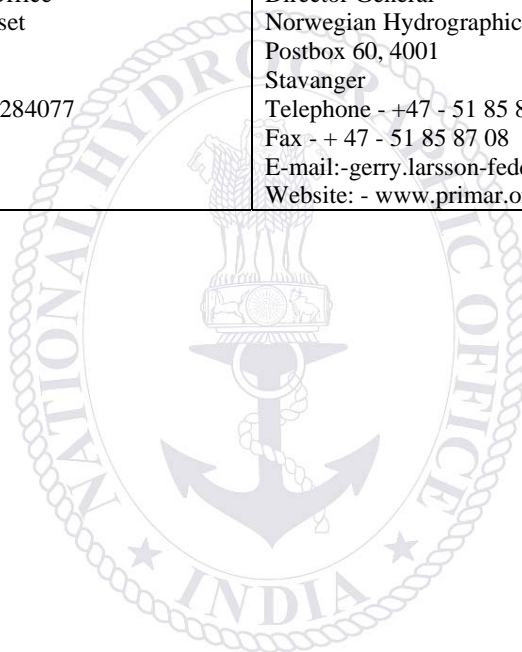
<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
313	MAMALLAPURAM (MAHABALIPURAM) TO POINT PUDI	1,50,000	New Edition
2016 (INT 7336)	INNER APPROACHES TO MUMBAI	60,000	New Edition
2103	DIGHI PORT	12,500	New Chart
3007	NAGAPATTINAM ANCHORAGE	30,000	New Edition

VI

Availability of ENC's.

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

The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248001 Uttarakhand, India Tele: +91-135- 2747365, Fax: +91-135-2748373 Email: inho-navy@nic.in msis-inho-navy@nic.in sales-inho-navy@nic.in Website: www.hydrobharat.nic.in	Director, JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400614 India Ph: 91-22- 65103668 Fax: 91- 22- 67939504 Email: info@c-map.co.in Website: www.c-map.co.in
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	Director General Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:- gerry.larsson-fedde@statkart.no Website: - www.primar.org



SECTION – I

The list of charts affected by the Notices 244 to 256 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	255(T)
22 (INT 752)	3	255(T)
31	5	256(T)
32 (INT 754)	5	248, 256(T)
33	5	248, 256(T)
200	2	254
249	1	255(T)
250	2	255(T)
271	2	255(T)
291	2	255(T)
292 (INT 7021)	2	255(T)
293 (INT 7022)	3	255(T)
315	4	248
316	4	248
354 (INT 7408)	5	256(T)
358 (INT 7394)	1	248
391	5	256(T)
431	7	252
2015 (INT 7337)	3	245
2047	4	246
2049	2	254
2054	2	244
2076 (INT 7338)	3	245
4001	6	247
4014	6	247
7508 (INT 508)	7	253
7700 (INT 700)	1	249
7701 (INT 701)	1	249
8010	1	250, 251

SECTION – II
PERMANENT NOTICES

***244/(20/10) INDIA – WEST COAST – Malala Anchorage. Port Limit. Legend.**

Source: INM 139/10

(HJ/1130/09)

Chart 2054 (plan – Madhwad Bay) [previous update 220/10]

Insert port limit, -----, joining: (a) 20° 41′.80N., 70° 57′.19E.(E border)
(b) 20° 41′.80N., 70° 56′.30E.
20° 42′.50N., 70° 56′.30E.(shore)

legend, “Limit of Port of Malala”, along: (b) – (a) above

***245/(20/10) INDIA – WEST COAST – Port of Mumbai – Height. Depth. Legend.**

Source: NHO Dehradun.

(HJ/1030/87)

Chart 2015 (INT 7337) [previous update 151/10]

Insert height of lookout tower, “(36)”, centered on: 18° 53′.76N., 72° 48′.73E.
Substitute depth 9, for 9₄ 18° 54′.72N., 72° 52′.07E.

Chart 2076 (INT 7338) [previous update 228/10]

Substitute legend, ‘Hover Craft Jetty’ for ‘Hover Craft’, centered on: 18° 55′.68N., 72° 57′.10E.

***246/(20/10) INDIA – LAKSHADWEEP – Agatti Island – Buoy. Beacons. Depth.**

Source: INS Sutlej IH 102.

(HJ/1030/07)

Chart 2047 (Plan – Kalpitti to Parali Island) [previous update 358/09]

Insert  (a) 10° 52′.08N., 72° 12′.58E.
 Fl (R)5s 10° 52′.70N., 72° 12′.30E.
 Fl (G)5s 10° 52′.74N., 72° 12′.29E.
Delete  depth 35 (a) above

***247/(20/10) INDIA – ANDAMAN ISLANDS – Rangat Bay – Chimney.**

Source: INS Baratang IH 102.

(HJ/1028/27)

Chart 4014 [previous update NE 15 Oct 2009]



Insert  (15) 12° 29′.310N., 92° 57′.562E.

Chart 4001 [previous update NE 31 Jul 2007]

Insert  (15) 12° 29′.310N., 92° 57′.562E.

***248/(20/10) SRI LANKA AND INDIA – Palk Bay Eastern Portion – Kankasanturai Harbour – Wrecks. Buoys. Light. Landmark.**

Source: INS Nirupak RoS – O(N) – 184.

(HJ/930/99)

Chart 32 (INT 754) [previous update 222/10]

Delete  Fl(3) 13M 9° 48′.98N., 80° 02′.56E.

Chart 33 [previous update 122/10]

Delete  Fl(3) 13M 9° 48′.98N., 80° 02′.56E.

Chart 358 (INT 7394) [previous update 221/10]

Insert  9° 50′.45N., 80° 01′.79E.





9° 48′.98N., 80° 03′.18E.

9° 49′.06N., 80° 00′.79E.



9° 50′.45N., 80° 01′.66E.

Substitute  Lt Ho (disused) for  Fl(3)15s25m13M 9° 48′.98N., 80° 02′.56E.

Delete  9° 50′.44N., 80° 01′.90E.

Chart 315 [previous update 221/10]

Insert  9° 50′.45N., 80° 01′.79E.





9° 48′.98N., 80° 03′.18E.

9° 49′.06N., 80° 00′.79E.



9° 50′.45N., 80° 01′.66E.

Substitute  Lt Ho (disused) for  Fl(3)15s25m13M 9° 48′.98N., 80° 02′.56E.

Delete  9° 50′.40N., 80° 01′.90E.

Chart 316 [previous update 121/08]

Insert  9° 50′.45N., 80° 01′.79E.





9° 48′.98N., 80° 03′.18E.

9° 49′.06N., 80° 00′.79E.



9° 50′.45N., 80° 01′.66E.

Substitute  Lt Ho (disused) for  Fl(3)15s25m13M 9° 48′.98N., 80° 02′.56E.

Delete  9° 50′.40N., 80° 01′.69E.

Chart 316 (Plan) [previous update 121/08]

Insert  9° 49′.39N., 80° 01′.45E.



9° 49′.27N., 80° 01′.64E.



Lt Ho (disused) 9° 48′.98N., 80° 02′.56E.

Delete  9° 49′.23N., 80° 01′.44E.




Wks PA 9° 49′.35N., 80° 01′.47E.



Wk PA 9° 49′.20N., 80° 01′.90E.



Wk PA 9° 49′.30N., 80° 01′.65E.

 Fl(3)15s25m13M 9° 48′.97N., 80° 02′.56E.

249/(20/10) INDIAN OCEAN – Mozambique – Ponta Závora Southwards – Almirante Leite Bank South-eastwards –Depth.

Source: BA Notice – 4895/10

(HJ/634/34)

Chart 7700 (INT 700) [previous update 100/10] COMPATIBLE WITH WGS84 DATUM

Insert depth 716 and extend 1000m contour SE to enclose 26° 20′.0S., 35° 15′.0E.

Chart 7701 (INT 701) [previous update 292/09] COMPATIBLE WITH WGS84 DATUM

Insert depth 716 and extend 1000m contour SE to enclose 26° 20′.0S., 35° 15′.0E.

250/(20/10) GULF OF ADEN – Approaches to Bab el Mandeb South-eastwards and Aden Eastwards – Depths.

Source: BA Notice – 4970/10

(HJ/1033/25)

Chart 8010 [previous update 193/10]

Insert depth 71 enclosed by 100m contour 12° 22′.8N., 44° 02′.3E.

depth 57 (a) 12° 44′.5N., 45° 11′.9E.

Delete depth 71, close S of: (a) above

251/(20/10) RED SEA – Jazair Az Zubayr South-south-westwards – Wreck.

Source: BA Notice – 4971/10

(HJ/1033/37)

Chart 8010 [previous update 250/10]Insert  199 Wk 13° 16′.9N., 42° 56′.8E.**252/(20/10) THAILAND – West Coast – Ko Chang Westwards – Light. Rock.**

Indian List of Light Vol. F & K (2009) – F1162.5

Source: BA Notice – 4984/10

(HJ/928/91)

Chart 431 [previous update 208/10]Insert  Fl.5s6M for  9° 50′.4N., 98° 26′.2E.**253/(20/10) SOUTH CHINA SEA – Rifleman Bank South-south-eastwards – Obstruction.**

Source: BA Notice – 4965/10

(HJ/926/68)

Chart 7508 (INT 508) [previous update 234/10] COMPATIBLE WITH WGS84 DATUMInsert  Rep (2010) 6° 59′.7N., 111° 52′.9E.

254/(20/10) PAKISTAN – Approaches to Karachi – Spoil grounds.

Source: BA Notice – 4864/10

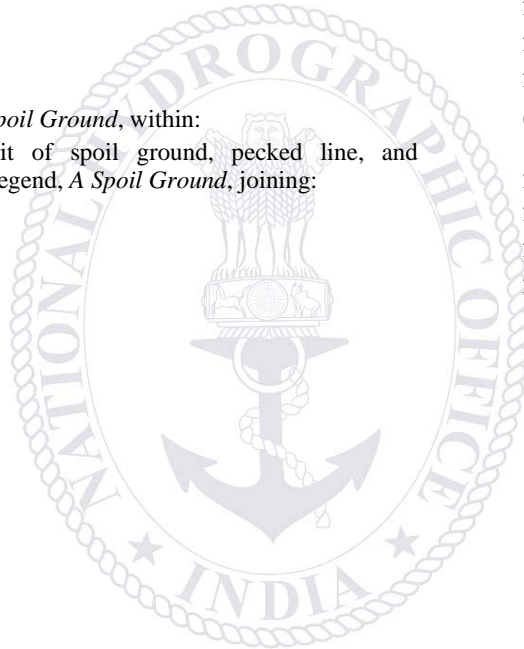
(HJ/1131/43)

Chart 200 [previous update 144/10]

Insert	limit of spoil ground, pecked line, joining:	24° 45′.18N., 66° 53′.69E. 24° 45′.18N., 66° 54′.59E. 24° 44′.18N., 66° 54′.59E. 24° 44′.18N., 66° 53′.69E.
	legend, <i>A Spoil Ground</i> , within:	(a) – (d) above
Delete	former limit of spoil ground, pecked line, and associated legend, <i>A Spoil Ground</i> , joining:	24° 44′.06N., 67° 00′.11E. 24° 44′.96N., 67° 00′.11E. 24° 44′.96N., 67° 01′.25E. 24° 44′.06N., 67° 01′.25E.

Chart 2049 [previous update 144/10]

Insert	limit of spoil ground, pecked line, joining:	24° 45′.18N., 66° 53′.69E. 24° 45′.18N., 66° 54′.59E. 24° 44′.18N., 66° 54′.59E. 24° 44′.18N., 66° 53′.69E.
	legend, <i>A Spoil Ground</i> , within:	(a) – (d) above
Delete	former limit of spoil ground, pecked line, and associated legend, <i>A Spoil Ground</i> , joining:	24° 44′.06N., 67° 00′.11E. 24° 44′.96N., 67° 00′.11E. 24° 44′.96N., 67° 01′.25E. 24° 44′.06N., 67° 01′.25E.



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***255(T)/(20/10) INDIA – ARABIAN SEA – Argo Floats.**

Source: Navarea VIII – 500/10

(HJ/1131/44)

1. ARGO floats are laid in the following positions:-

<u>Float ID</u>	<u>Position</u>	<u>Charts affected</u>
2901368	24° 44′.40N., 65° 56′.40E.	21 – 249 – 250 – 291.
2901366	21° 46′.20N., 65° 59′.40E.	21 – 271 – 291.
2901108	21° 38′.40N., 67° 25′.20E.	21 – 271 – 291 – 292(INT 7021).
2901130	17° 03′.60N., 70° 49′.20E.	22(INT 752) – 293(INT 7022).
2901133	17° 41′.40N., 70° 48′.60E.	21 – 22(INT 752) – 293(INT 7022).
2900771	13° 10′.80N., 69° 57′.60E.	22(INT 752).

2. Mariners to keep clear of the area and exercise caution.

Former INM 248(T)/09 cancelled.

***256(T)/(20/10) INDIA – BAY OF BENGAL – Argo Floats.**

Source: Navarea VIII – 499/10

(HJ/1029/74)

1. ARGO floats are laid in the following positions:-

<u>Float ID</u>	<u>Position</u>	<u>Charts affected</u>
2900107	17° 09′.60N., 85° 46′.80E.	31.
2901253	17° 53′.40N., 84° 30′.60E.	31 – 32(INT 754) – 354(INT 7408).
2901629	10° 57′.00N., 81° 56′.40E.	32(INT 754) – 33.
2901627	08° 55′.20N., 89° 45′.60E.	33.

2. Mariners to keep clear off the area and exercise caution.

Former INM 254(T)/09 cancelled.

SECTION – IV
MARINE INFORMATION

MUMBAI NAVTEX COAST STATION

MSI Promulgation by Mumbai NAVTEX Coast Station position 19° 05'.00 N, 072° 50'.00 E is closed for maintenance.

(Source - NAVAREA VIII Warning 305/08)

Distribution of Indian Paper Charts and Nautical Publications

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

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

List of Indian Chart Agents.

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9910891631, 9810705062 Email: ravipani@indiatimes.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 and Publications New No. 221, Old No. 107, Unit No. F9, Hotel Chennai Palace, Angappa Naicken Street Chennai – 600001, Telefax : 044-42165008 Email: maritimeindia@airtelmail.in
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: raj_chakravorty@yahoo.com, info@c-map.co.in Website: www.c-map.co.in
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956/6907, 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

SECTION – V
NAVAREA - VIII WARNINGS IN FORCE

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2008.

2. Navarea VIII Warnings Inforce as on 15 Oct 10.

2010 SERIES - 252 297 303 314 315 352 379 380 389 396 399 440 441 442 449 457 461
466 470 471 474 485 499 500 503 508 516 520 525 526 528 534 536 546 547 552 554
559 560 561 564 565 569 571 574 575 576 577 578 579 580 581 582 583 584 585

3. NAVAREA VIII Warnings issued during the period from 01 Oct 10 to 15 Oct 10 (both dates inclusive) are as tabulated below:-

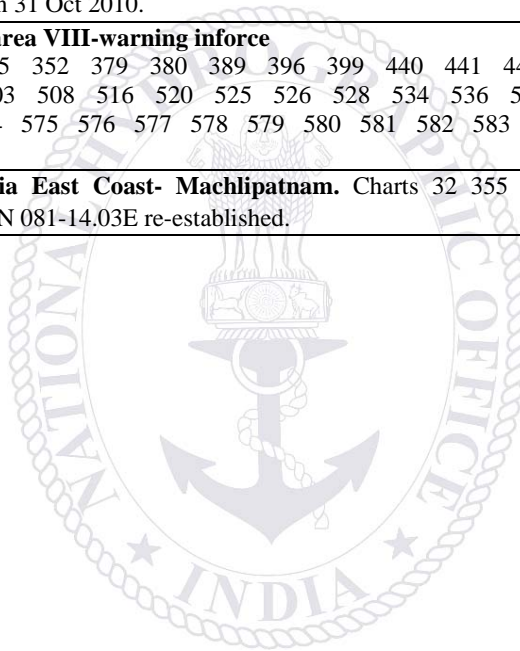
545. Self Cancelling. Piracy. Arabian Sea – Southern Part. Charts INT 71 INT 72 INT 702. Piracy action group sighted in position 07-34.0N 057-39.0E.		
2. All vessels are advised to keep 100 miles clear of this position and exercise extreme caution.		
546. Cancel Navarea VIII messages 491 511 530 and 544 of 2010. India East Coast – Bay of Bengal. Charts 31 32 354 355 INT 706 . Present positions of oil rigs / drill ships as follows		
DISCOVERER SEVEN SEAS	15-19.05N	080-48.21E
DHIRUBHAI DEEPWATER KG-1	15-11.18N	082-04.80E
DEEP SEA MATDRILL	09-20.58N	079-06.88E
ENERGY DRILLER	16-15.78N	082-10.23E
HERCULES 258	16-38.57N	082-24.31E
HERCULES 260	16-20.28N	081-50.65E
SAGAR BHUSHAN	16-31.45N	082-22.65E
SAGAR VIJAY	16-35.10N	082-27.66E
DEEP WATER FRONTIER	16-10.00N	082-39.00E
DHIRUBHAI DEEPWATER KG-2	15-07.30N	080-55.50E
2. Wide berth requested.		
547. Cancel Navarea VIII messages 492 and 501 of 2010. India West Coast – Arabian Sea. Charts 21 22 202 207 209 211 251 254 253 255 271 291 292 293 INT 705 INT 706. Present position of oil rigs / drill ships as follows		
ABAN ICE	18-45.06N	071-16.38E
ABAN II	20-23.61N	072-09.93E
ABAN III	19-31.16N	071-19.85E
ABAN IV	19-32.26N	071-24.08E
ABAN V	19-33.48N	071-24.91E
BADRINATH	18-31.98N	072-00.91E
CE THORNTON	20-14.96N	071-58.31E
DISCOVERY 1	19-11.98N	072-11.00E
FG MCCLINTOCK	19-47.88N	072-07.53E
GREATDRILL CHETNA	20-32.30N	072-08.88E
GREATDRILL CHITRA	22-55.25N	067-49.50E
JT ANGEL	18-47.20N	072-19.51E
NOBLE GEORGE MCLEOD	19-13.43N	071-28.71E
NOBLE CHARLIE YESTER	18-38.78N	072-14.93E
NOBLE ED HOLT	19-35.30N	071-24.38E
RON TAPMEYER	18-29.85N	072-15.00E
SAGAR GAURAV	19-19.75N	071-05.38E
SAGAR JYOTI	20-22.48N	072-02.40E
SAGAR KIRAN	19-25.00N	072-13.83E
SAGAR LAXMI	18-36.15N	071-01.63E
SAGAR PRAGATI	19-37.35N	071-21.66E
SAGAR SAMRAT	19-32.13N	071-18.81E
SAGAR SHAKTI	19-17.48N	072-03.80E
SAGAR UDAY	19-24.60N	071-21.25E
TRIDENT – 2	19-18.26N	071-15.93E
TRIDENT – 12	18-32.70N	072-13.98E
VIRTUE 1	19-23.51N	071-25.16E
NOBLE KENNETH DELANEY	20-43.00N	072-19.06E
2. Wide berth requested.		

<p>548. Self cancelling. Navarea VIII-warning inforce 252 297 303 314 315 352 379 380 389 396 399 440 441 442 449 457 461 466 470 471 474 485 499 500 503 508 516 520 521 522 525 526 527 528 533 534 536 537 538 539 541 542 543 545 546 547 of 2010</p>						
<p>549. Cancel Navarea VIII message 537 of 2010. India West Coast – Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705 . Seaward firing practice by Naval coast battery between 1030 UTC to 1230 UTC on 06 Oct 2010. 2. Danger area bounded by shorter arc of circle of radial 12 nm centered at 22- 28.70N 069-04.00E within radials 300 degree and 020 degree. 3. Safe flying height 13000 metres. 4. Cancel this message on 07 Oct 2010.</p>						
<p>550. India West Coast-Trivandrum. Charts 22 32 222 260 INT 706. RH-200 rocket launch from Thumba equatorial rocket launching station 08-31.98 N 076-52.05 E between 0930 UTC to 1130 UTC on 06, 07 and 08 Oct 2010. 2. Danger zones- (a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree. (b) Sector of radius 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree. 3. Cancel this message on 09 Oct 2010.</p>						
<p>551. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. firing by Naval coast battery on following dates</p> <table border="0"> <tr> <td>Date</td> <td>Time (UTC)</td> </tr> <tr> <td>05 Oct 2010</td> <td>0900 to 1200</td> </tr> <tr> <td>08 Oct 2010</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> </table> <p>2. Danger area bounded by (a) 09-57.50N 075-59.50E (b) 09-57.70N 076-14.20E (c) 09-44.00N 076-17.50E (d) 09-42.50N 076-09.50E 3. Safe flying height 10000 metres. 4. Cancel this message on 09 Oct 2010.</p>	Date	Time (UTC)	05 Oct 2010	0900 to 1200	08 Oct 2010	0900 to 1200 and 1230 to 1430
Date	Time (UTC)					
05 Oct 2010	0900 to 1200					
08 Oct 2010	0900 to 1200 and 1230 to 1430					
<p>552. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing by Naval coast battery on following dates</p> <table border="0"> <tr> <td>Date</td> <td>Time (UTC)</td> </tr> <tr> <td>12 Oct 2010</td> <td>0900 to 1200</td> </tr> <tr> <td>15 Oct 2010</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> </table> <p>2. Danger area bounded by (a) 09-57.50N 075-59.50E (b) 09-57.70N 076-14.20E (C) 09-44.00N 076-17.50E (d) 09-42.50N 076-09.50E 3. Safe flying height 10000 metres. 4. Cancel this message on 16 Oct 2010.</p>	Date	Time (UTC)	12 Oct 2010	0900 to 1200	15 Oct 2010	0900 to 1200 and 1230 to 1430
Date	Time (UTC)					
12 Oct 2010	0900 to 1200					
15 Oct 2010	0900 to 1200 and 1230 to 1430					
<p>553. Self Cancelling. Cancel Navarea VIII message 521of 2010.</p>						
<p>554. India Andaman Sea- Off Great Nicobar Island. Charts 33 41 471 INT 706 INT 707. Man overboard reported by MV Maersk Santosa in position 06-16.0N 093-51.0E at 2315 UTC on 02 Oct 2010. 2. All vessels transiting through the area to keep a sharp lookout and render assistance.</p>						
<p>555. Self Cancelling. Piracy. Indian Ocean – Northern Part. Charts INT 71 INT 72 INT 73 INT 703. Mothership activity in position 06-50.0N 065-00.0E. 2. Mariners to exercise caution.</p>						
<p>556. Self Cancelling. Cancel Navarea VIII message 533 of 2010.</p>						
<p>557. Refer Navarea VIII messages 547 of 2010. India East Coast – Arabian Sea. Charts 21 22 211 255 292 INT 705 INT 706. Rig NOBLE ED HOLT moved to new position 18-43.05N 072-19.13E. 2. wide berth requested.</p>						
<p>558. Self Cancelling. Indian Ocean – Off Mayotte Island. Charts INT 70 INT71 INT72 INT 701. Unmanned white yacht with blue line Yarmina Pearl (length 9.7 metres) adrift. Last known position 08-07.0N 058-33.0 E. 2. Mariners to exercise caution.</p>						
<p>559. Cancel Navarea VIII message 557 of 2010. Refer Navarea VIII message 547 of 2010. India West Coast – Arabian Sea. Charts 21 22 211 255 292 INT 705 INT 706. Rig NOBLE ED HOLT moved to new position 18-43.05N 072-19.13E. 2. Wide berth requested.</p>						

<p>560. India West Coast – Arabian Sea. Charts 22 268 273 INT 706. Suhelipar island Racon in position 10-02.4N 072-17.0E off the air.</p> <p>2. Mariners to exercise caution.</p>																																				
<p>561. India West Coast – Mormugao. Charts 22 257 INT 705 INT 706. Firing practice by Naval aircraft between 0230 UTC to 1230 UTC from 14 Oct to 21 Oct 2010. Danger area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>15-13.00N</td> <td>073-57.00E</td> <td>(b)</td> <td>15-13.00N</td> <td>073-52.00E</td> </tr> <tr> <td>(c)</td> <td>15-11.00N</td> <td>073-57.00E</td> <td>(d)</td> <td>15-11.00N</td> <td>073-52.00E</td> </tr> </table> <p>2. Safe flying height 3500 metres.</p> <p>3. Cancel this message on 22 Oct 2010.</p>	(a)	15-13.00N	073-57.00E	(b)	15-13.00N	073-52.00E	(c)	15-11.00N	073-57.00E	(d)	15-11.00N	073-52.00E																								
(a)	15-13.00N	073-57.00E	(b)	15-13.00N	073-52.00E																															
(c)	15-11.00N	073-57.00E	(d)	15-11.00N	073-52.00E																															
<p>562. Self Cancelling. Cancel NAVAREA VIII message 522 of 2010.</p>																																				
<p>563. India West Coast- Port of Mumbai. Charts 21 22 211 255 292 293 2015 2016 2076 INT 705 INT 706. Firing exercise by middle ground oyster rock and Colaba point from 0400 UTC to 0730 UTC on 14 Oct 2010. Danger area bounded by following co-ordinates</p> <p>Middle Ground</p> <table border="0"> <tr> <td>(a)</td> <td>18-54.65N</td> <td>072-50.58E</td> <td>(b)</td> <td>18-50.00N</td> <td>072-54.50E</td> </tr> <tr> <td>(c)</td> <td>18-54.50N</td> <td>072-54.00E</td> <td>(d)</td> <td>18-55.16N</td> <td>072-50.83E</td> </tr> </table> <p>Oyster Rock</p> <table border="0"> <tr> <td>(a)</td> <td>18-54.65N</td> <td>072-50.58E</td> <td>(b)</td> <td>18-50.00N</td> <td>072-54.50E</td> </tr> <tr> <td>(c)</td> <td>18-48.00N</td> <td>072-52.00E</td> <td>(d)</td> <td>18-54.08N</td> <td>072-49.80E</td> </tr> </table> <p>Colaba Point</p> <table border="0"> <tr> <td>(a)</td> <td>18-48.00N</td> <td>072-38.00E</td> <td>(b)</td> <td>18-53.58N</td> <td>072-48.75E</td> </tr> <tr> <td>(c)</td> <td>19-00.00N</td> <td>072-44.08E</td> <td>(d)</td> <td>19-00.00N</td> <td>072-38.00E</td> </tr> </table> <p>2. Safe flying height 8000 metres.</p> <p>3. Cancel this message 15 Oct 2010.</p>	(a)	18-54.65N	072-50.58E	(b)	18-50.00N	072-54.50E	(c)	18-54.50N	072-54.00E	(d)	18-55.16N	072-50.83E	(a)	18-54.65N	072-50.58E	(b)	18-50.00N	072-54.50E	(c)	18-48.00N	072-52.00E	(d)	18-54.08N	072-49.80E	(a)	18-48.00N	072-38.00E	(b)	18-53.58N	072-48.75E	(c)	19-00.00N	072-44.08E	(d)	19-00.00N	072-38.00E
(a)	18-54.65N	072-50.58E	(b)	18-50.00N	072-54.50E																															
(c)	18-54.50N	072-54.00E	(d)	18-55.16N	072-50.83E																															
(a)	18-54.65N	072-50.58E	(b)	18-50.00N	072-54.50E																															
(c)	18-48.00N	072-52.00E	(d)	18-54.08N	072-49.80E																															
(a)	18-48.00N	072-38.00E	(b)	18-53.58N	072-48.75E																															
(c)	19-00.00N	072-44.08E	(d)	19-00.00N	072-38.00E																															
<p>564. India East Coast – Visakhapatnam. Charts 31 32 354 INT 706. Hydrographic survey will be carried out by survey vessel from 11 Oct to 04 Nov 2010 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>17-00.5N</td> <td>083-13.5E</td> <td>(b)</td> <td>17-08.0N</td> <td>083-27.0E</td> </tr> <tr> <td>(c)</td> <td>17-17.0N</td> <td>083-21.5E</td> <td>(d)</td> <td>17-09.5N</td> <td>083-07.5E</td> </tr> </table> <p>2. All vessels operating in vicinity are to maintain safe distance from survey vessel and exercise caution.</p> <p>3. Cancel this message on 05 Nov 2010.</p>	(a)	17-00.5N	083-13.5E	(b)	17-08.0N	083-27.0E	(c)	17-17.0N	083-21.5E	(d)	17-09.5N	083-07.5E																								
(a)	17-00.5N	083-13.5E	(b)	17-08.0N	083-27.0E																															
(c)	17-17.0N	083-21.5E	(d)	17-09.5N	083-07.5E																															
<p>565. Refer Navarea VIII message 547 of 2010, India West Coast–Arabian Sea. Charts 21 210 253 255 292 INT 705 INT 706. Rig ABAN V moved to new position 19- 35.35N 071-23.25E.</p> <p>2. Wide berth requested.</p>																																				
<p>566. India West Coast – Off Mumbai. Charts 21 211 255 292 293 INT 705. Seismic survey will be carried out by survey vessel Kamrup from 10 Oct to 15 Oct 2010 and 18 Oct to 15 Nov 2010 in the following area</p> <table border="0"> <tr> <td>(a)</td> <td>18-28.50N</td> <td>072-24.50E</td> <td>(b)</td> <td>18-37.00N</td> <td>072-36.00E</td> </tr> <tr> <td>(c)</td> <td>18-25.00N</td> <td>072-41.00E</td> <td>(d)</td> <td>18-23.50N</td> <td>072-31.00E</td> </tr> <tr> <td>(e)</td> <td>18-27.20N</td> <td>072-27.25E</td> <td></td> <td></td> <td></td> </tr> </table> <p>2. The vessel will be towing two streamers of length 1000 metres and each of the trailing ends are attached to tail buoy with radar reflectors and flashing white lights.</p> <p>3. All vessels operating in vicinity to exercise caution and give wide berth of 01 NM on either side, 02 NM ahead and 05 NM astern of the vessel.</p> <p>4. Cancel this message on 16 Nov 2010.</p>	(a)	18-28.50N	072-24.50E	(b)	18-37.00N	072-36.00E	(c)	18-25.00N	072-41.00E	(d)	18-23.50N	072-31.00E	(e)	18-27.20N	072-27.25E																					
(a)	18-28.50N	072-24.50E	(b)	18-37.00N	072-36.00E																															
(c)	18-25.00N	072-41.00E	(d)	18-23.50N	072-31.00E																															
(e)	18-27.20N	072-27.25E																																		
<p>567. Self Cancelling. NAVAREA VIII-Warning Inforce</p> <p>252 297 303 314 315 352 379 380 389 396 399 440 441 442 449 457 461 466 470 471 474 485 499 500 503 508 516 520 525 526 528 534 536 541 546 547 550 551 552 554 555 556 558 559 560 561 562 563 564 565 566 of 2010</p>																																				
<p>568. Self Cancelling. Cancel NAVAREA VIII messages 566 and 567 of 2010.</p>																																				
<p>569. India West Coast – Off Mumbai. Charts 21 211 255 292 293 INT 705. Seismic survey will be carried out by survey vessel Kamrup from 10 Oct to 15 Oct 2010 and 18 Oct to 15 Nov 2010 in the area bounded by</p> <table border="0"> <tr> <td>(A)</td> <td>18-28.50N</td> <td>072-24.50E</td> <td>(B)</td> <td>18-37.00N</td> <td>072-36.00E</td> </tr> <tr> <td>(C)</td> <td>18-25.00N</td> <td>072-41.00E</td> <td>(D)</td> <td>18-23.50N</td> <td>072-31.00E</td> </tr> <tr> <td>(E)</td> <td>18-27.20N</td> <td>072-27.25E</td> <td></td> <td></td> <td></td> </tr> </table> <p>2. The vessel will be towing two streamers of length 1000 metres and each of the trailing ends are attached to tail buoy with radar reflectors and flashing white lights.</p> <p>3. All vessels operating in vicinity to exercise caution and give wide berth of one NM on either side, two NM ahead and five NM astern of the vessel.</p> <p>4. Cancel this message on 16 Nov 2010.</p>	(A)	18-28.50N	072-24.50E	(B)	18-37.00N	072-36.00E	(C)	18-25.00N	072-41.00E	(D)	18-23.50N	072-31.00E	(E)	18-27.20N	072-27.25E																					
(A)	18-28.50N	072-24.50E	(B)	18-37.00N	072-36.00E																															
(C)	18-25.00N	072-41.00E	(D)	18-23.50N	072-31.00E																															
(E)	18-27.20N	072-27.25E																																		

<p>570. Self Cancelling. Navarea VIII-Warning Inforce 252 297 303 314 315 352 379 380 389 396 399 440 441 442 449 457 461 466 470 471 474 485 499 500 503 508 516 520 525 526 528 534 536 541 546 547 550 551 552 554 555 556 558 559 560 561 562 563 564 565 568 569 of 2010</p>														
<p>571. India West Coast- Port of Mumbai. Charts 21 22 211 255 292 293 2015 2016 2076 INT 705 INT 706. One container sunk while towing in position 18-52.28N 072-49.90E. The position is marked with orange buoy 2. Vessels operating in the area to exercise caution.</p>														
<p>572. Self Cancelling. Piracy. Indian Ocean – Western Part. Charts INT 70 INT 72 INT 701. M/V attacked in position 03-28.0S 040-49.0E at 101338Z Oct 2. All vessels are advised to keep 100 miles clear of this position and exercise extreme caution.</p>														
<p>573. Self Cancelling. Cancel Navarea VIII message 563 of 2010.</p>														
<p>574. India East Coast – Machilipatnam. Charts 32 355 3005 INT 706. Machilipatnam Lighthouse light in position 16-14.90N 081-14.03E not functioning from 10 Oct 2010 at 1403 UTC.</p>														
<p>575. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing by naval coast battery on following dates:</p> <table border="0"> <thead> <tr> <th style="text-align: left;">Date</th> <th style="text-align: left;">Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>19 Oct 2010</td> <td>0900 to 1200</td> </tr> <tr> <td>22 Oct 2010</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> </tbody> </table> <p>2. Danger area bounded by:</p> <table border="0"> <tbody> <tr> <td>(a) 09-57.50N</td> <td>075-59.50E</td> <td>(b) 09-57.70N</td> <td>076-14.20E</td> </tr> <tr> <td>(c) 09-44.00N</td> <td>076-17.50E</td> <td>(d) 09-42.50N</td> <td>076-09.50E</td> </tr> </tbody> </table> <p>3. Safe flying height 10000 metres. 4. Cancel this message on 23 Oct 2010.</p>	Date	Time (UTC)	19 Oct 2010	0900 to 1200	22 Oct 2010	0900 to 1200 and 1230 to 1430	(a) 09-57.50N	075-59.50E	(b) 09-57.70N	076-14.20E	(c) 09-44.00N	076-17.50E	(d) 09-42.50N	076-09.50E
Date	Time (UTC)													
19 Oct 2010	0900 to 1200													
22 Oct 2010	0900 to 1200 and 1230 to 1430													
(a) 09-57.50N	075-59.50E	(b) 09-57.70N	076-14.20E											
(c) 09-44.00N	076-17.50E	(d) 09-42.50N	076-09.50E											
<p>576. Indian Ocean – Western part. Charts INT 70 INT 71 INT 701 INT 702. Hydrographic survey will be carried out by survey vessel from 14 Oct to 02 Nov 2010 in area bounded by:</p> <table border="0"> <tbody> <tr> <td>(a) 09-39.00S</td> <td>046-25.15E</td> <td>(b) 09-39.00S</td> <td>046-34.00E</td> </tr> <tr> <td>(c) 09-47.51S</td> <td>046-34.00E</td> <td>(d) 09-47.51S</td> <td>046-25.15E</td> </tr> </tbody> </table> <p>2. All vessels operating in vicinity are to maintain 02 nautical miles distance from survey vessel and exercise caution. 3. Cancel this message on 03 Nov 2010.</p>	(a) 09-39.00S	046-25.15E	(b) 09-39.00S	046-34.00E	(c) 09-47.51S	046-34.00E	(d) 09-47.51S	046-25.15E						
(a) 09-39.00S	046-25.15E	(b) 09-39.00S	046-34.00E											
(c) 09-47.51S	046-34.00E	(d) 09-47.51S	046-25.15E											
<p>577. India East Coast- Visakhapatnam. Charts 31 32 308 354 3002 3012 INT 706. Seaward firing practice by naval coast battery from 1500 UTC to 1700 UTC on 20 Oct 2010. Danger area bounded by:</p> <table border="0"> <tbody> <tr> <td>(a) 17-42.0N</td> <td>083-18.0E</td> <td>(b) 17-47.0N</td> <td>083-32.0E</td> </tr> <tr> <td>(c) 17-34.0N</td> <td>083-30.0E</td> <td>(d) 17-28.0N</td> <td>083-18.0E</td> </tr> </tbody> </table> <p>2. Safe flying height 13000 metres. 3. Cancel this message on 21 Oct 2010.</p>	(a) 17-42.0N	083-18.0E	(b) 17-47.0N	083-32.0E	(c) 17-34.0N	083-30.0E	(d) 17-28.0N	083-18.0E						
(a) 17-42.0N	083-18.0E	(b) 17-47.0N	083-32.0E											
(c) 17-34.0N	083-30.0E	(d) 17-28.0N	083-18.0E											
<p>578. Self Cancelling. Piracy. Indian Ocean – Western Part. Charts INT 71 INT 72 INT 701. M/V attacked in position 04-38.0N 054-16.0E at 0800 UTC on 12 OCT 2010. 2. All vessels are advised to keep clear of this position and exercise extreme caution.</p>														
<p>579. India East Coast- Bay of Bengal. Charts 31 32 354 355 INT 73. Seaward firing practice will be carried out by naval ships from 2030 UTC to 0930 UTC from 18 to 21 Oct 2010. Danger area bounded by:</p> <table border="0"> <tbody> <tr> <td>(a) 15-02.00N</td> <td>085-22.00E</td> <td>(b) 13-38.0N</td> <td>084-20.00E</td> </tr> <tr> <td>(c) 15-19.50N</td> <td>082-34.00E</td> <td>(d) 16-44.0N</td> <td>083-33.00E</td> </tr> </tbody> </table> <p>2. Safe flying height 22000 metres. 3. Cancel this message on 22 Oct 2010.</p>	(a) 15-02.00N	085-22.00E	(b) 13-38.0N	084-20.00E	(c) 15-19.50N	082-34.00E	(d) 16-44.0N	083-33.00E						
(a) 15-02.00N	085-22.00E	(b) 13-38.0N	084-20.00E											
(c) 15-19.50N	082-34.00E	(d) 16-44.0N	083-33.00E											
<p>580. India West Coast – Mormugao. Chart 22 293 INT 705 INT 706. Firing practice by naval aircraft between 0300 UTC to 0730 UTC and 1000 UTC to 1200 UTC from 20 Oct to 30 Oct 2010. Danger area bounded by:</p> <table border="0"> <tbody> <tr> <td>(a) 15-44.00N</td> <td>72-54.00E</td> <td>(b) 15-53.00N</td> <td>73-12.00E</td> </tr> <tr> <td>(c) 14-58.00N</td> <td>73-38.00E</td> <td>(d) 14-50.00N</td> <td>73-19.00E</td> </tr> </tbody> </table> <p>2. Safe flying height 11000 metres. 3. Cancel this message on 31 Oct 2010.</p>	(a) 15-44.00N	72-54.00E	(b) 15-53.00N	73-12.00E	(c) 14-58.00N	73-38.00E	(d) 14-50.00N	73-19.00E						
(a) 15-44.00N	72-54.00E	(b) 15-53.00N	73-12.00E											
(c) 14-58.00N	73-38.00E	(d) 14-50.00N	73-19.00E											

<p>581. India West Coast – Arabian Sea. Charts 21 292 INT 705 INT 706. Seismic survey will be carried out by survey vessel Sagar Sandhani from 15 Oct 2010 to 31 Mar 2011 in area bounded by</p> <table> <tr> <td>(a) 18-47.00N</td> <td>069-39.00E</td> <td>(b) 19-04.00N</td> <td>070-00.50E</td> </tr> <tr> <td>(c) 18-56.50N</td> <td>070-08.50E</td> <td>(d) 18-39.00N</td> <td>069-47.00E</td> </tr> </table> <p>2. The vessel will be towing two streamers of length 5000 metres and each of the trailing ends are attached to long yellow colour tail buoys with radar reflectors and two photo sensitive flashers, flashing red and green lights.</p> <p>3. All vessels operating in vicinity to exercise caution and give wide berth of 1.5 NM on either side, 2.5 NM ahead and 5.5 NM astern of the vessel.</p> <p>4. Cancel this message on 01 Apr 2011.</p>	(a) 18-47.00N	069-39.00E	(b) 19-04.00N	070-00.50E	(c) 18-56.50N	070-08.50E	(d) 18-39.00N	069-47.00E				
(a) 18-47.00N	069-39.00E	(b) 19-04.00N	070-00.50E									
(c) 18-56.50N	070-08.50E	(d) 18-39.00N	069-47.00E									
<p>582. Refer Navarea VIII message 547 of 2010. India West Coast- Off Mumbai. Charts 21 292 INT 705. Rig Sagar Gaurav demobilized and anchored in position 18-53.33N 072-51.85E.</p> <p>2. Mariners to exercise caution.</p>												
<p>583. India West Coast – Mormugao. Chart 22 293 INT 705 INT 706. Firing practice by naval aircraft between 0300 UTC to 0730 UTC and 1000 UTC to 1200 UTC from 22 Oct to 30 Oct 2010. Danger area bounded by:</p> <table> <tr> <td>(a) 14-01.00N</td> <td>074-28.00E</td> <td>(b) 13-51.00N</td> <td>074-28.00E</td> </tr> <tr> <td>(c) 13-51.00N</td> <td>074-08.00E</td> <td>(d) 14-11.00N</td> <td>074-08.00E</td> </tr> <tr> <td>(e) 14-09.00N</td> <td>074-23.00E</td> <td></td> <td></td> </tr> </table> <p>2. Safe flying height 12200 metres.</p> <p>3. Cancel this message on 31 Oct 2010.</p>	(a) 14-01.00N	074-28.00E	(b) 13-51.00N	074-28.00E	(c) 13-51.00N	074-08.00E	(d) 14-11.00N	074-08.00E	(e) 14-09.00N	074-23.00E		
(a) 14-01.00N	074-28.00E	(b) 13-51.00N	074-28.00E									
(c) 13-51.00N	074-08.00E	(d) 14-11.00N	074-08.00E									
(e) 14-09.00N	074-23.00E											
<p>584. Self Cancelling. Navarea VIII-warning inforce</p> <p>252 297 303 314 315 352 379 380 389 396 399 440 441 442 449 457 461 466 470 471 474 485 499 500 503 508 516 520 525 526 528 534 536 546 547 552 554 559 560 561 564 565 569 571 574 575 576 577 578 579 580 581 582 583 of 2010</p>												
<p>585. Self Cancelling. India East Coast- Machlipatnam. Charts 32 355 3005 INT 706. Machlipatnam lighthouse in position 16-14.90N 081-14.03E re-established.</p>												



SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

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

West Coast of India Pilot (INP-1)
Chapter -3 (Page – 138 to 139)

{Source: *INS Nirupak ROS: O(N)-184*}

Article 3.194, para 1
Delete line 2-4

Delete Article 3.202 and replace by
Chart 316

Kankasanturai Harbour

3.202

1 General information. Kankasanturai (9°49'N, 80°02'E) harbour is controlled by the Srilankan Navy (SLN). Vessels belonging to SLN berth inside the harbour. Other cargo vessels anchor close to the beach near Myliddy Pier and unload their cargo using lighters.



Photo Courtesy: INS Nirupak

Kankasanturai Harbour



Photo Courtesy: INS Nirupak

Myliddy Pier

2 Harbour. A breakwater extends 5¾ cables NW from the shore with tow spurs, extending W towards its outer end. The northern spur of the breakwater was destroyed during Tsunami 2004 and is presently submerged. The western end of the breakwater is marked by a buoy (9°48'.96N, 80°02'.57E). The port is in complete state of disrepair and efforts are in hand to rebuild it.



Photo Courtesy: INS Nirupak

Buoy Marking Break Water Edge

3 Wreck. Wreck A 516 lies close to the western arm near its root. Wreck *Eidthara* lies one cable S of the western arm of breakwater. Two wrecks lie 10.3 cable east and 12.5 cable west of the harbour respectively. A dangerous wreck *Maho* lies one mile north of the breakwater with a least depth of 2.2m. The wreck *Maho* is marked by a yellow conical buoy.



Wreck of A516



Wreck of Eidthara



Wreck East of Harbour



Wreck West of Harbour



Buoy Near Maho Wreck

Photo Courtesy: INS Nirupak

4 Anchorage. The recommended anchorage is shown on the chart. In good weather vessels anchor close to the coast keeping clear of *Maho* wreck. The bottom consists of soft mud broken shells and provides good holding ground. However the berth does not provide any shelter.

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6473-21 *	- Entrance Channel. N side, NSRI Jetty *	29 52-46 S Q G 31 03-06 E *	* *	.. *	.. *	Metal Pole 6 *	* *
D7263	-	10 25-23 N Oc W 4s 44 58-49 E *		22	7	White tower, black bands	<i>ec 1.</i> TE 2009 *
F0872	Remove from list.						
F0901-9	-Mallipatnam	10 16-20 N FI W 5s 79 18-80 E		48	22	Tower 45 *	
F0918	Pūmpukār (Poompuhar)	11 08-48 N FI(4)W 15s 79 51-40 E		33	20	Tower 30 *	
F1162-5 *	Bell Passage. Ko Chang *	9 50-51 N FI W 5s 98 25-97 E *	* *	7 *	6 *	Post 4 *	* *
F1213 *	- Hut Bay Harbour. Breakwater. N Head *	10 35-80 N VQ Y 92 33-64 E *	* *	.. *	.. *	Post *	(T) 2010 *
F1251	- Goso Uma	1 28-00 N FI W 5s 97 12-17 E *	* *	18 *	12 *	White metal framework structure 15 *	<i>fl 0-5</i> *
F1606	- No 25	2 58-52 N FI(2)R 15s 101 18-48 E *	* *	7 *	8 *	Red □ on pile *	* *
F1614-5	- Kuala Langat *	2 48-07 N FI G 5s 101 24-09 E *	* *	4 *	8 *	Green □ on pile *	* *
F1619-7 *	- Bambek Shoal *	2 32-60 N FI W 5s 101 40-70 E *	* *	8 *	8 *	White platform on pile *	* *
K0980-4	- Kuala Enok (ID) *	0 33-41 S FI R 5s 103 28-00 E *	* *	13 *	12 *	Red □ on red metal framework structure 10 *	<i>fl 0-5</i> *
K0980-5	- Kuala Enok (ID) *	0 31-83 S FI G 6s 103 27-38 E *	* *	13 *	12 *	Green Δ on green metal framework structure 10 *	<i>fl 0-5</i> *
K1121 *	Pekalongan. Wonokerto (ID) *	6 50-26 S FI G 5s 109 37-40 E *	* *	10 *	12 *	Green Δ on green beacon *	<i>fl 1</i> *
K1121-2 *	Pekalongan. Wonokerto (ID) *	6 50-26 S FI R 5s 109 37-47 E *	* *	10 *	12 *	Red □ on red beacon *	<i>fl 1.</i> (P) 2010 *
K1137-8 *	T. Telokaur (ID) *	6 37-81 S FI(2) W 5s 110 36-16 E *	* *	10 *	6 *	8 on black beacon, red band *	<i>fl 0-4, ec 0-6, fl 0-4, ec 3-6.</i> Isolated danger *
K1144-83 *	Tanjung Leran (ID) *	6 37-47 S FI Y 5s 111 27-87 E *	* *	9 *	6 *	Yellow X on yellow beacon *	<i>fl 1</i> *

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

(Last correction: Edition No. 07 dated 01 Apr 2009)

NIL

INP 31(2), 2007

(Last correction: Edition No. 04 dated 16 Feb 10)

NIL

INP 31(5), 1997

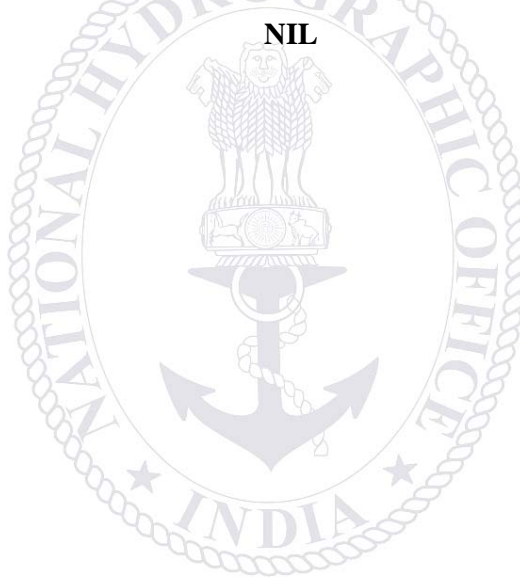
(Last correction: Edition No. 07 dated 01 Apr 09)

NIL

INP 31(6), 2005

(Last correction: Edition No. 18 dated 16 Sep 2010)

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. When a position is defined by bearings (true or magnetic to be specified) more than two bearings should be used in order to provide a check. Distances observed by Radar should be corrected for index errors. Latitude and Longitude obtained from GPS / DGPS should specify the datum (WGS 84 or other). A copy / tracing from the largest scale chart may be used for forwarding details, with the corrections and additions being shown thereon in red.

Depth Reporting

4. When soundings are obtained using Echo Sounders, the echo-gram should be duly annotated with date, time, position and depth, etc., before enclosing it with the Form IH 102. It is important to state whether 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 applied where necessary. The make, name and type of echo sounder should also be given. Care should be taken to set the echo sounder to the largest scale / phase, so as to obtain maximum details of echo of the feature. Efforts should be made to identify and negate false echoes if any.

5. Reports, which cannot be confirmed or are lacking in certain details should not be withheld. Limitations or shortcomings should be duly notified in the form.

6. Reports on shoal soundings, uncharted dangers and navigational aids out of order should be reported through fastest available means at the mariner's discretion, and also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 50 metres should be of sufficient importance to justify a radio message.

7. Port information should be forwarded on form IH 102a together with IH 102. Form 102a contains the information required for Sailing Direction and should be used as an *aide memoir*. Where there is insufficient space on the form, additional sheet should be used.

Please Note: - The receipt of all Hydrographic Notes will be duly acknowledged by the Hydrographic Office. Normally, the sender's ship or name is quoted as the source when the Notices to Mariners reporting the change is issued, unless the information is received through a foreign Notices to Mariners. Further communication from the Hydrographic Office to the sender of the hydrographic note will only be necessary to verify unusual features or abnormal values reported.

I.H. 102**HYDROGRAPHIC NOTE****(For Reporting Navigational Dangers/ Changes observed at Sea by Mariners)**

1. Name of ship or sender	
2. Address of sender	
(i) E-mail	
(ii) Fax No.	
(iii) Tel. No.	
3. General Locality	
4. Chart / Publication Affected:	
(i) Chart published by INHO / UKHO / other (Specify).	
(ii) Chart No.	
(iii) Edition Date.	
(iv) Latest Edition of Indian N to M held	
5. Details of Changes / Dangers Observed.	
Object of Change.	
(i) Date/Time of observation	
(ii) Charted Observed	
(iii) Position/Area	
(a) Bathymetry:	
(i) Depth	
(ii) Depth Contour	
(iii) Channel Depth	
(b) Navigational Dangers:	
(i) New Shoals	
(ii) New Rocks	
(iii) New Reefs	
(iv) New Wrecks	
(v) New Nav-aid (Specify)	
(c) Casualties to existing Nav-Aids:	
(i) Buoys	
(ii) Lights	
(iii) Fog signals	
(iv) Racons	
(v) Transit Marks	
(vi) Leading Lines	
(vii) Clearance bearings	
(d) Designated Areas:	
(i) Exercise Areas	
(ii) Prohibited Areas	
(iii) Pilot Station	
(iv) Anchorage	
(v) Foul Ground	

(e) Port Information:	
(i) Berthing	
(ii) Cranage	
(iii) Tugs	
(iv) Dry Docks	
(v) Repair Facilities	
(vi) Pilotage	
(vii) Fuel	
(viii) Water	
(ix) Any other (Specify)	
(f) Environmental Data	
(i) Met information	
(ii) Tides and Tidal Stream	
(iii) Pollutants	
(iv) Effluents	
(v) Marine Life / Habitats	
(g) Other changes, if any, with Details:	
6. Information on the Positions of Danger / Changes Reported above:	
(a) Positioning System used	
(b) Datum [WGS/Everest/ Local (Specify)]	
(c) Accompanying plots / photographs if any	
7. Information on the Soundings / Depths Reported above:	
(a) Echo Sounder (Type) used	
(b) Draught of Vessel set on Echo Sounder	
(c) Observed water depth vis-à-vis charted depth	
(d) Echo-gram accompanying this report: Yes / No	
(e) Whether voltage drop existed in equipment at observation time	
(f) Data and Time of depth observation	
8. Limitations if any in Reporting the changes above	

Filled By
(Name & Designation)

Checked by
(Name & Designation)

Place
Date

I.H. 102a**HYDROGRAPHIC NOTE FOR PORT INFORMATION****(For Reporting Changes to Port Information)**

1 Name and Address of the Port.	
(a) Name	
(b) Address	
(c) Phone No's	
(d) Web Site	
(e) E Mail	
2 General Remarks	
(a) Principal activities and trade	
(b) Number of ships and tonnage handled per year	
(c) Maximum size of draught of vessel handled	
(d) Soft copy of port handbook	
3 Anchorages	
(a) Type/Purpose	
(b) Minimum depth	
(c) Shelter afforded	
(d) Holding Ground	
(e) Recommended Pilotage to the anchorages	
(f) Request Pilots appreciation to the approach of anchorage area	
4 Pilotage	
(a) Authority for request	
(b) Embarkation Position	
(c) Regulations	
(d) Documents to be provided	
(e) Request Pilots appreciation to the approach of inner harbour and berths.	
(f) Information on Vessel Traffic Management System (VTMS).	
(g) Navigational aid	
(i) List of beacons	
(ii) Buoys	
(iii) Lighthouses	
(iv) Any other information	
5 Directions	
(a) Entry and berthing information	
(b) Tides (Range of the tides)	
(c) Tidal stream information in the area	
(d) Type of season (max/min temperature, rain fall, wind speed and direction)	
6 Pollution Control	
Local regulation in force (if any)	

7 Tugs	
(a) Number available/Type	
(b) Maximum HP/Bollard Pull	
(c) Requesting authority	
(d) Availability times	
(e) Communication with tugs	
(f) Hiring charges	
8 Berthing and wharves	
(a) Type & number of berths available	
(b) Length	
(c) Depth alongside	
(d) Facilities available	
(e) Procedure for requesting berth and hiring charges.	
9 Cargo Handling	
(a) Containers	
(b) Lighters	
(c) Roll on / Roll off etc.	
10 Cranes	
(a) Brief details max lifting capacity, height of boom at warf level and outreach	
(b) Container handling facilities.	
11 Bridges	
Vertical clearance	
12 Repairs	
(a) Hull machinery and underwater	
(b) Ship and boat yards	
(c) Docking or slipway facilities (size or dimensions of vessels handled)	
(d) Hards and ramps	
(e) Divers/Diving Assistance	
13 Rescue and distress	
(a) Salvage, lifeboats, life guards etc	
14 Supplies	
(a) Fuel (type and quantities available)	
(b) Fresh water and rate of supply	
(c) Provisions	
(d) Chart agents	
15 Services	
(a) Radio/telegram/fax /telephone	
(b) Internet	
(c) Medical	
(d) Quarantine	
(e) counsel	
(f) Ship chandlery and stevedores	
(g) Compass adjustment	
(h) Tank cleaning	
(j) Hull painting	
(k) Police	

(l) Ambulance	
(m) Fire fighting (fixed and mobile facilities)	
(n) Navigational warning and weather bulletin	
(p) garbage disposal	
(q) Waste oil disposal	
(r) Helicopter landing facilities	
16 Communications	
(a) Road, rail and air services available	
(b) Nearest airport or airfield	
(c) Port radio and information service (Frequencies and operating hours)	
17 Port Authority	
Designation, address and phone number	
18 Security	
(a) Security of ports/ International Ship and Port Facility (ISPS) competence	
(b) Container Security Initiative (CSI)	
(c) Custom and Immigration regulation in ports	
19 Small craft facilities	
(a) Information and facilities for small craft yachts visiting the port	
(b) Yacht clubs, berths etc	
20 Shore leave	
21 Clubs recreation	
(a) information kiosk (location)	
(b) Foreign exchange firms/banks (within/near port area)	
(c) Places of interest near port	
(d) Hotels/ restaurants (Type of food served e.g Chinese, continental etc)	
22 Views (duly annotated), photographs of the approaches, leading marks, the entrance to the harbour etc.	
23 Any other information considered to be useful for the mariners	

Filled By
(Name & Designation)

Checked by
(Name & Designation)

Place
Date

FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

SAR TELE: 1554 INMARSAT C (IOR) 441907210

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AFTN: VABBYXYC

