



INDIAN NOTICES TO MARINERS



EDITION NO. 24 DATED 16 DEC 2010

(CONTAINS NOTICES 286 TO 299)

REACH US 24 x 7



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

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INSIST ON INDIAN CHARTS AND
PUBLICATIONS
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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 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, ENCS AND PUBLICATION

1. The new Indian Chart that is available for mariners in the market is 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>
4007	15-11-2010	SOUTH BAY AND APPROACHES <u>Limits</u> 06° 41'.00N; 93° 44'.00E. 06° 49'.75N; 93° 57'.30E.	25,000	6	Rs. 1527.00
3007	31-10-2010	NAGAPPATTINAM ANCHORAGE <u>Limits</u> 10° 40'.40N; 79° 49'.00E. 10° 47'.90N; 79° 59'.60E.	30,000	5	Rs. 1527.00
4016	31-10-2010	APPROACHES TO PORT BLAIR <u>Limits</u> 11° 19'.00N; 92° 39'.50E. 11° 59'.00N; 93° 06'.00E.	75,000	6	Rs. 1527.00

2. The new edition Navigation Charts that are 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>
313	31-10-2010	MAMALLAPURAM TO POINT PUDI <u>Limits</u> 12° 31'.50N; 80° 00'.00E. 13° 53'.00N; 80° 54'.00E.	1,50,000	5	Rs. 1527.00
2016 (INT7336)	31-10-2010	INNER APPROACHES TO MUMBAI <u>Limits</u> 18° 42'.00N; 72° 26'.50E. 19° 02'.70N; 73° 00'.00E.	60,000	3	Rs. 1527.00

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 The Indian Charts permanently withdrawn are as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart/Edition</i>	<i>Date of Publication</i>
4007	31-07-2001	SOUTH BAY AND APPROACHES	4007	15-11-2010
313	15-10-2005	MAMALLAPURAM TO POINT PUDI	313	31-10-2010
2016 (INT7336)	15-10-2003	INNER APPROACHES TO MUMBAI	2016 (INT7336)	31-10-2010
3007	31-01-2003	NAGAPPATTINAM ANCHORAGE	3007	31-10-2010
4016	31-08-2003	KOTARA ANCHORAGE TO PORT BLAIR	4016	31-10-2010

4. The new edition Indian Electronic Navigation Charts that is 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>
IN42073C	2073	APPROACHES TO KUNDAPURA (COONDAPOOR)	30-11-2010
IN3221AQ	221	ALLEPPEY TO QUILON	13-12-2010*

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5. 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>
IN42073C	2073	APPROACHES TO KUNDAPURA (COONDAPOOR)	13-05-2010*
IN3221AQ	221	ALLEPPEY TO QUILON	24-06-2010*

* Issue date

6. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
41 (INT 757)	ANDAMAN SEA	15,00,000	New Chart
301	APPROACHES TO HUGLI RIVER	1,50,000	New Edition
2020	MORMUGAO AND PANAJI	25,000	New Edition
2022 (INT 7345)	APPROACHES TO MORMUGAO	60,000	New Edition
2073	APPROACHES TO KUNDAPURA	37,500	New Edition
2103	DIGHI PORT	12,500	New Chart
2104	KOLLAM PORT	12,500	New Chart
3501	KANKESANTURAI HARBOUR	12,500	New Chart

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
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SECTION – I

The list of charts affected by the Notices 286 to 299 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
20	1	291
21	2	292
23	1	299(T)
31	5	296(T), 299(T)
32(INT754)	5	296(T)
33	5	296(T), 299(T)
41	6	297(T)
251(INT7318)	2	292
271	2	292
289	1	291
291	2	292
313	5	294(P)
352(INT7416)	5	290, 295(P)
357(INT7397)	5	286
391	5	296(T)
404	6	286
405	6	286
409	6	286
472(INT7032)	6	297(T)
3001(INT7402)	5	287
3010(INT7418)	5	290, 295(P)
3012(INT7411)	5	289
3028	5	287
3034	5	288
7702(INT702)	1	299(T)
7705(INT705)	1	293(T)
7706(INT706)	1	299(T)
7707(INT707)	1	299(T)
8004	1	291, 298(T)

SECTION – II
PERMANENT NOTICES

***286/(24/10) Miscellaneous updates to charts**

Source: NHO Dehradun		
Chart	Previous Updates	Details
409	239/10	Insert Chart No. 4007 and Magenta limit as follows: North: 6° 49'·75N., East: 93° 57'·30E. South: 6° 41'·00N., West: 93° 44'·00E.
		Delete existing Chart No. 4007 and Magenta limit as follows: North: 6° 50'·45N., East: 93° 58'·60E. South: 6° 41'·00N., West: 93° 43'·80E.
357	222/10	Insert Chart No. 3007 and Magenta limit as follows: North: 10° 47'·90N., East: 79° 59'·60E. South: 10° 40'·40N., West: 79° 49'·00E.
		Delete existing Chart No. 3007 and Magenta limit as follows: North: 10° 50'·00N., East: 80° 01'·00E. South: 10° 40'·00N., West: 79° 49'·00E.
404	561/08	Insert Chart No. 4016 and Magenta limit as follows: North: 11° 59'·00N., East: 92° 39'·50E. South: - West: 93° 06'·00E.
		Delete existing Chart No. 4016 and Magenta limit as follows: North: 11° 58'·90N., East: 93° 14'·40E. South: 11° 38'·10N., West: 92° 42'·00E.
405	279/10	Insert Chart No. 4016 and Magenta limit as follows: North: - East: 92° 39'·50E. South: 11° 19'·00N., West: 93° 06'·00E.
		Delete existing Chart No. 4016 and Magenta limit as follows: North: - East: 93° 14'·40E. South: 11° 38'·10N., West: 92° 42'·00E.

***287/(24/10) INDIA – EAST COAST – Port of Ennore – Port Limit. Legends.**

Source: Ennore Port Limited.

(HJ/1029/39)

Chart 3001 (INT 7402) [previous update 153/10]

Insert limit of port of Ennore, -----, joining:

(a) 13° 13'·58N., 80° 21'·27E.
13° 12'·18N., 80° 21'·70E.
(b) 13° 09'·68N., 80° 21'·70E.
(c) 13° 09'·68N., 80° 26'·50E.
(d) 13° 16'·50N., 80° 26'·50E. (N Border)

legend, “*Limit of Port of Ennore (Major)*”, along:

(b) – (c) above
(c) – (d) above

Delete limit of port of Ennore with associated legend, “*Limit of Port of Ennore*”, joining:

(a) above
13° 13'·84N., 80° 22'·12E.
13° 11'·16N., 80° 22'·12E.
13° 11'·16N., 80° 24'·08E.
13° 16'·50N., 80° 24'·08E. (N Border)

287/(24/10) INDIA – EAST COAST – Port of Ennore – Port Limit. Legends. (Continued)*Chart 3028** [previous update 360/08]



Insert limit of port of Ennore, -----, joining: (a) 13° 12′.10N., 80° 21′.80E.
 (b) 13° 10′.90N., 80° 21′.80E. (S Border)
 legend, “Limit of Port of Ennore (Major)”, along: (a) – (b) above

Delete limit of port of Ennore with associated legend, “Limit of Port of Ennore (Major)”, joining: 13° 13′.50N., 80° 21′.37E.
 13° 13′.76N., 80° 22′.20E.
 13° 11′.08N., 80° 22′.20E.
 13° 11′.08N., 80° 24′.15E.
 13° 17′.60N., 80° 24′.15E.

***288/(24/10) INDIA – EAST COAST – Approaches to Krishnapatnam – Buoy. Legends. Helipad. Transit Marks.**

Source: Krishnapatnam Port Company Limited.
 (HJ/1029/49)



Chart 3034(plan) [previous update NE 31 Mar 10]

Move buoy, no. 23 from: 14° 15′.03N., 80° 07′.81E.
 to: 14° 15′.02N., 80° 07′.84E.
 Delete Legend, “New”, centered on: 14° 15′.40N., 80° 07′.70E.
 Helipad, centered on: 14° 15′.22N., 80° 08′.23E.
 (a) 14° 14′.77N., 80° 07′.42E.
 (b) 14° 14′.78N., 80° 07′.50E.
 Legend, “Temporary Transit Marks” south of : (a) – (b) above

***289/(24/10) INDIA – EAST COAST – Vishakhapatnam Harbour – Legends.**

Source: Visakhapatnam Port Trust.
 (HJ/1029/76)

Chart 3012(INT 7411) [previous update 205/10]

Substitute Legend, “Channel Berth” for “Dredger Berth”, centered on: 17° 41′.322N., 83° 17′.740E.
 Legend, “Multi Purpose Berth” for “Container Berth”, centered on: 17° 41′.525N., 83° 18′.145E.
 for  17° 41′.725N., 83° 17′.022E.

***290/(24/10) INDIA – EAST COAST – Paradip Port – Buoy.**


Source: Paradip Port Trust
 (HJ/1129/21)

Chart 352(INT 7416) [previous update 376/09]

Insert  Fl.10s 20° 14′.50N., 86° 42′.46E.
 Delete  Fl.10s 20° 14′.55N., 86° 42′.88E.

Chart 3010(INT 7418) [previous update 376/09]

Insert  Fl.10s 20° 14′.50N., 86° 42′.46E.
 Delete  Fl.10s 20° 14′.55N., 86° 42′.88E.

290/(24/10) INDIA – EAST COAST – Paradip Port – Buoy. (Continued)*Chart 3010(INT 7418) (Plan)** [previous update 376/09]Insert  Fl.10s 20° 14′.50N., 86° 42′.46E.Delete  Fl.10s 20° 14′.55N., 86° 42′.88E.**Former INM 340(T)/09 is cancelled.****291/(24/10) UNITED ARAB EMIRATES - Dubai (Dubayy) - Palm Deira North-westwards - Wreck.**

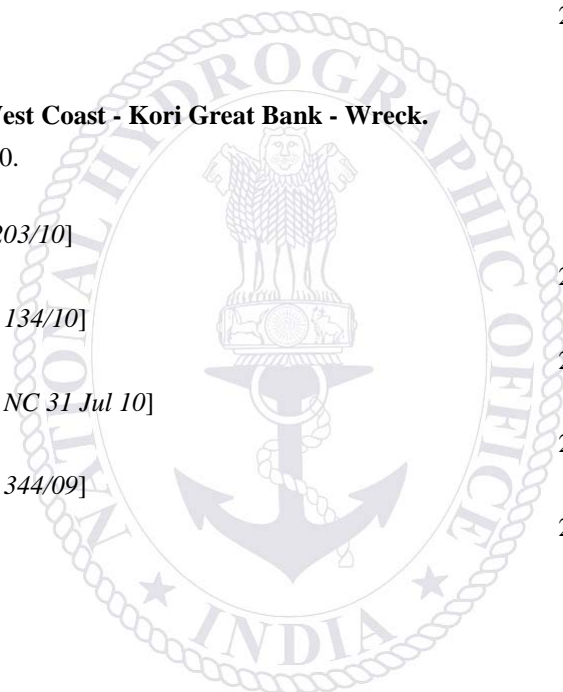
Source: BA Notice – 6171/10.

(HJ/1132/54)

Chart 20 [previous update 270/10]Insert  25° 30′.6N., 55° 09′.7E.**Chart 289** [previous update 271/10]Insert  25° 30′.6N., 55° 09′.7E.**Chart 8004** [previous update 271/10]Insert  25° 30′.6N., 55° 09′.7E.**292/(24/10) INDIA - West Coast - Kori Great Bank - Wreck.**

Source: BA Notice – 6073/10.

(HJ/1131/32)

Chart 21 [previous update 203/10]Insert  23° 07′.1N., 67° 40′.3E.**Chart 291** [previous update 134/10]Insert  23° 07′.1N., 67° 40′.3E.**Chart 271** [previous update NC 31 Jul 10]Insert  23° 07′.1N., 67° 40′.3E.**Chart 251** [previous update 344/09]Insert  23° 07′.1N., 67° 40′.3E.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***293(T)/(24/10) INDIA – WEST COAST – Arabian Sea – Data Buoy.**

Source: NIOT Chennai.

(HJ/1031/21)

1. Yellow coloured data buoy (AD03) characteristics FL.Y.4s4M, 3m dia and 3.5m height mast with radar reflector & mast carrying sensor laid in positions 12° 00′.00N 68° 58′.00E.
2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.

Chart Affected – 7705 (INT705).

***294(P)/(24/10) INDIA – EAST COAST – Kattupalli Port – Works.**

Source: L & T Shipbuilding.

(HJ/1029/39)

1. The following port marine facilities development activities are in progress with in the port limit of Kattupalli Port.
 - (a) Construction of a South Breakwater, North Breakwater and two berths.
 - (b) Capital dredging of the approach channel and Basin.
 - (c) Construction of Ship lift facility and a quay wall.
2. Mariners to take note and contact local port authorities for more information.

Chart Affected – 313.

***295(P)/(24/10) INDIA – EAST COAST – Paradip Port – Dredging.**

Source: Paradip Port Trust.

(HJ/1129/21)

1. Dredging is in progress in Paradip harbour for deepening and extending of main navigational channel.
2. Mariners to exercise caution and contact local port authorities for more information.

Charts Affected – 352(INT7416) – 3010(INT7418).

***296(T)/(24/10) INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys.**

Source: NIOT Chennai.

(HJ/1028/29)

1. Following yellow coloured data buoys with 3.5m height mast with radar reflector & mast carrying sensor laid in following positions.

Buoy No.	Position	Diameter of Buoy	Characteristics	Chart Affected
TB 05	12° 25′.53N 88° 59′.88E	2.2m	Fl(4)15s4M	33
*TB 10	06° 48′.27N 85° 57′.28E	3m	FL.Y.20s4M	33
BD01	18° 10′.02N 89° 40′.00E	3m	FL.Y.20s4M	31
BD02	17° 57′.85N 89° 43′.93E	3m	FL.Y.20s4M	31
BD03	16° 21′.20N 88° 00′.03E	3m	FL.Y.20s4M	31
*BD04	13° 29′.87N 83° 58′.12E	3m	FL.Y.20s4M	32(INT754),33,391
*BD13	07° 59′.32N 85° 08′.58E	3m	FL.Y.20s4M	33
*BD14	06° 11′.25N 85° 52′.10E	3	FL.Y.20s4M	33
BD 06	10° 00′.03N 88° 30′.17E	2.2m	Fl(4)15s4M	33
*STB01	06° 15′.00N 88° 48′.00E	2.1m	FL20s4M	33

* Indicates new or revised entry

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.
3. **Former INM 274(T) is cancelled.**

***297(T)/(24/10) INDIA – Andaman Sea – Nicobar Islands – Data Buoy.**

Source: BA Notice – 6027(T)/10.

(HJ/928/95)

1. A Tsunami detection buoy is located in the approximate position 9° 38' 00N 94° 29' 90E.
2. Mariners are advised to exercise extreme caution.

Chart Affected – 41 – 472.**298(T)/(24/10) UNITED ARAB EMIRATES – Dubai (Dubayy) – Palm Deira North–westwards – Buoy.**

Source: BA Notice – 5996(T)/10.

(HJ/1132/54)

1. The isolated danger buoy, *Fl(2)10s*, in position 25° 27' 51N., 55° 06' 21E. (WGS84 Datum) is unlit.
2. Mariners to exercise caution.

Charts Affected – 8004.**299(T)/(24/10) INDIAN OCEAN – – Data buoys.**

Source: BA Notice – 5530(T)/10.

(HJ/1028/80)

1. The National Oceanic and Atmospheric Administration (NOAA) maintains an array of light–buoys called Autonomous Temperature Line Acquisition System (ATLAS) in the Indian Ocean.
2. The ATLAS light–buoys, orange and white bands, *Q*, 2 metre toroid buoys with radar reflectors, which make up the array are located in the following positions (WGS84 Datum):

Position

15° 00' 4N., 90° 00' 1E.

11° 56' 4N., 89° 54' 5E.

8° 01' 2N., 89° 00' 1E.

3° 58' 0N., 89° 36' 5E.

1° 34' 9N., 90° 05' 8E.

0° 02' 9N., 89° 50' 5E.

3° 10' 9N., 82° 24' 7E.

0° 04' 9N., 80° 33' 8E.

1° 31' 1S., 80° 32' 2E.

4° 00' 7S., 80° 31' 5E.

8° 00' 7S., 80° 27' 5E.

11° 59' 8S., 80° 29' 6E.

8° 06' 4S., 66° 56' 6E.

8° 02' 2S., 66° 59' 5E.

12° 11' 3S., 67° 12' 7E.

7° 55' 7S., 55° 04' 5E.

12° 02' 3S., 54° 58' 0E.

Charts Affected**31, 7706 (INT706)****33, 7706 (INT706)****33, 7706 (INT706)****7706 (INT706)****7707 (INT707)****7707 (INT707)****23, 7706 (INT706), 7707 (INT707)****7707 (INT707)****7707 (INT707)****7707 (INT707)****7707 (INT707)****7707 (INT707)****7702 (INT702)****7702 (INT702)****7702 (INT702)****7702 (INT702)****7702 (INT702)**

3. Mariners are advised to give all light–buoys a 5 nautical mile wide berth.

4. **Former Notices 275(T)/10 and 276(T) are 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)

PIRACY REPORTING

1. Suspected Somali pirates seen attacking and hijacking vessels in Indian Ocean (west, central and east) off Seychelles/off Madagascar/off west Maldives. Pirates are using hijacked merchant vessels as mother vessels to sail far from Somali coast to attack and hijack passing vessels. In new modus operandi pirates are using the hijacked Srilankan/Thai/Chinese fishing trawlers including Indian dhow to carry skiffs for piracy attacks. The pirates are heavily armed with automatic weapons and RPG.
2. Mariners are advised to maintain strict anti piracy watches and report all piratical attacks (actual/attempted) and suspicious sighting to the MRCC Mumbai (focal point - India for piracy reporting)
3. Contact details of MRCC Mumbai are as follows:-
 - (a) Tele FAX 0091-22-24316558/2433727
 - (b) Telephone 0091-22-24316558/24332554/24388065
 - (c) E-mail indsar@vsnl.net, icgmrcc_mumbai@mtnl.net.in, mrcc-west@indiancoastguard.nic.in

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<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.

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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
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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
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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 Dec 10.

2010 SERIES - 297 380 399 461 470 503 508 516 520 526 528 534 581 629 630 648 655 675
697 721 725 726 729 735 736 739 740 741 746 747 750 751 752 753 758 759 760 761 762
763 767 768 770 771 774 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790
791 792 793 794 795

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

<p>730. 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 08 Dec 2010.</p> <p>2. Danger area from 300 degree to 020 degree up to 12 miles seaward from 22-28.7N 069-04.0E.</p> <p>3. Safe flying height 13000 metres.</p> <p>4. Cancel this message on 09 Dec 2010.</p>
<p>731. Self Cancelling. Cancel NAVAREA message 594 of 2010. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Salaya channel marking buoy Gurur re-established in position 22-35.4N 068-57.8E.</p>
<p>732. Self Cancelling. Indian Ocean - Southern Part. Piracy. Charts INT 71 INT 72 INT 73 INT 703. M/V attacked in position 09-19.0N 069-30.0E on 30 Nov 2010 at 1341 UTC.</p> <p>2. Vessels are advised to keep 100 miles clear of this position and to exercise extreme caution.</p>
<p>733. Self Cancelling. India West Coast - Arabian Sea. Piracy. Charts INT 71 INT 72 INT 703. Mothership operations by following vessels</p> <p>A. By hijacked vessel MT Polar in 11-35N 057-37E at 010608Z Dec 2010.</p> <p>B. By hijacked vessel Hannibal II in 06-57N 049-40E at 301307Z Nov 2010.</p> <p>C. By hijacked F/V Malaysia 618 in 12-06N 059-16E at 240354Z Nov 2010.</p> <p>2. Mariners to exercise extreme caution.</p>
<p>734. 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 0930 UTC to 1130 UTC on 09 Dec 2010.</p> <p>2. Danger zones</p> <p>(a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree.</p> <p>(b) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree.</p> <p>3. Cancel this message on 10 Dec 2010.</p>
<p>735. India East Coast – Off Mahabalipuram. Charts 32 33 357 INT 706. 3D seismic survey will be carried out by survey vessel Viking vision from 02 Dec 2010 to 15 Dec 2010 in the following area</p> <p>(a) 12-03.60N 081-36.20E (b) 12-34.60N 081-36.20E</p> <p>(c) 12-34.80N 081-15.00E (d) 12-03.60N 081-15.00E</p> <p>2. The vessel will be towing ten streamer cable of length 8100 metres and the trailing end is marked with yellow coloured tail buoy flashing white light.</p> <p>3. All vessels operating in vicinity to exercise caution and give wide berth of 07 NM around the vessel.</p> <p>4. Cancel this message on 16 Dec 2010.</p>
<p>736. India Andaman Sea – Little Andaman. Charts 33 41 406 472 (INT 7032). Myanmar fishing dinghy length approx 11 metres sunk in position 10-30.10N 092-34.12E.</p> <p>2. Mariners to exercise caution.</p>
<p>737. Self cancelling. Cancel NAVAREA VIII message 709 of 2010.</p>

738. India East Coast- Bay of Bengal. Charts 31 33 351 352 3017 INT 706 INT 707. Experimental rocket launch scheduled from ITR launch complex between 0330 UTC and 1100 UTC from 09 Dec to 11 Dec 2010.

Danger zone bounded by following points

(a)	20-45.35N	087-05.36E	(b)	20-21.61N	086-50.65E
(c)	19-58.08N	086-46.60E	(d)	19-06.06N	085-20.53E
(e)	06-53.60S	082-20.90E	(f)	07-10.83S	089-20.11E
(g)	06-28.90S	093-48.13E	(h)	06-11.76N	090-51.60E
(j)	15-00.10N	090-14.71E	(k)	19-24.13N	089-07.26E
(l)	20-01.85N	087-32.26E	(m)	20-24.30N	087-24.15E

2. No over flight and mariners to exercise caution.

3. Cancel this message on 12 Dec 2010.

739. Cancel NAVAREA VIII messages 633 and 690 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	19-42.26N	086-34.86E
DHIRUBHAI DEEPWATER KG-1	15-11.18N	082-04.80E
DEEP SEA MATDRILL	09-23.51N	078-59.45E
ENERGY DRILLER	16-15.25N	082-10.76E
HERCULES 258	16-38.56N	082-24.30E
HERCULES 260	16-21.61N	082-02.18E
SAGAR BHUSHAN	16-31.45N	082-22.65E
SAGAR VIJAY	16-35.10N	082-27.66E
DHIRUBHAI DEEPWATER KG-2	15-07.30N	080-55.50E
DISCOVERER INDIA	16-10.90N	083-11.27E
DEEP DRILLER-1	16-46.40N	082-25.50E

2. Wide berth requested.

740. Cancel NAVAREA VIII messages 632 658 and 681 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 III	19-25.35N	071-19.55E
ABAN IV	19-36.61N	071-22.90E
ABAN V	19-35.35N	071-23.25E
CE THORNTON	20-14.96N	071-58.31E
DISCOVERY 1	19-11.98N	072-11.00E
FG McCLINTOCK	18-36.20N	072-13.98E
GREATDRILL CHETNA	20-32.30N	072-08.88E
GREATDRILL CHITRA	22-55.25N	067-49.50E
JT ANGEL	18-47.20N	072-19.51E
KEDARNATH	20-48.20N	072-38.68E
NOBLE GEORGE McLEOD	19-37.80N	071-17.86E
NOBLE CHARLIE YESTER	18-38.78N	072-14.93E
NOBLE ED HOLT	18-43.05N	072-19.13E
RON TAPMEYER	18-29.85N	072-15.00E
SAGAR GAURAV	19-26.15N	071-18.63E
SAGAR JYOTI	22-37.26N	068-27.15E
SAGAR KIRAN	19-25.63N	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	19-33.13N	071-16.35E
TRIDENT – 2	18-39.50N	072-12.85E
TRIDENT – 12	18-32.70N	072-13.98E
VIRTUE 1	20-20.16N	072-01.35E
NOBLE KENNETH DELANEY	19-24.10N	071-23.06E

2. Wide berth requested.

<p>741. Cancel NAVAREA VIII message 719 of 2010. India West Coast – Arabian Sea. Charts 21 22 293 INT 705. 2 D seismic survey/gravity and magnetic data acquisition survey will be carried out by survey vessel Western Spirit from 04 Dec to 22 Dec 2010 in area bounded by</p> <p>Area I (04 Dec to 09 Dec 2010)</p> <table border="0"> <tr> <td>(a) 17-51.38N</td> <td>070-47.58E</td> <td>(b) 16-28.61N</td> <td>070-46.78E</td> </tr> <tr> <td>(c) 16-28.61N</td> <td>070-49.47E</td> <td>(d) 16-10.40N</td> <td>070-49.48E</td> </tr> <tr> <td>(e) 16-10.47N</td> <td>071-32.21E</td> <td>(f) 15-48.56N</td> <td>071-32.23E</td> </tr> <tr> <td>(g) 15-48.66N</td> <td>071-57.53E</td> <td>(h) 17-41.37N</td> <td>071-59.28E</td> </tr> <tr> <td>(j) 17-41.38N</td> <td>071-17.05E</td> <td>(k) 17-51.37N</td> <td>071-07.06E</td> </tr> </table> <p>Area II (10 Dec to 22 Dec 2010)</p> <table border="0"> <tr> <td>(a) 17-02.42N</td> <td>070-18.16E</td> <td>(b) 16-28.35N</td> <td>070-18.11E</td> </tr> <tr> <td>(c) 16-28.37N</td> <td>070-49.27E</td> <td>(d) 16-10.24N</td> <td>070-49.29E</td> </tr> <tr> <td>(e) 16-10.27N</td> <td>071-32.13E</td> <td>(f) 15-48.33N</td> <td>071-32.14E</td> </tr> <tr> <td>(g) 15-48.44N</td> <td>072-41.53E</td> <td>(h) 16-06.47N</td> <td>072-41.53E</td> </tr> <tr> <td>(j) 16-06.35N</td> <td>072-53.05E</td> <td>(k) 16-33.39N</td> <td>072-53.14E</td> </tr> <tr> <td>(l) 16-33.51N</td> <td>072-42.01E</td> <td>(m) 17-01.29N</td> <td>072-41.59E</td> </tr> </table> <p>2. The vessel is towing four seismic streamers of length 10500 metres. Each of the trailing ends are attached to tail buoy with radar reflectors and flashing white light.</p> <p>3. All vessels operating in the area to exercise caution and give wide berth of at least 03 NM abeam, ahead and 08 NM astern of the vessel.</p> <p>4. Cancel this message on 23 Dec 2010.</p>		(a) 17-51.38N	070-47.58E	(b) 16-28.61N	070-46.78E	(c) 16-28.61N	070-49.47E	(d) 16-10.40N	070-49.48E	(e) 16-10.47N	071-32.21E	(f) 15-48.56N	071-32.23E	(g) 15-48.66N	071-57.53E	(h) 17-41.37N	071-59.28E	(j) 17-41.38N	071-17.05E	(k) 17-51.37N	071-07.06E	(a) 17-02.42N	070-18.16E	(b) 16-28.35N	070-18.11E	(c) 16-28.37N	070-49.27E	(d) 16-10.24N	070-49.29E	(e) 16-10.27N	071-32.13E	(f) 15-48.33N	071-32.14E	(g) 15-48.44N	072-41.53E	(h) 16-06.47N	072-41.53E	(j) 16-06.35N	072-53.05E	(k) 16-33.39N	072-53.14E	(l) 16-33.51N	072-42.01E	(m) 17-01.29N	072-41.59E
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<p>742. Self Cancelling. Cancel NAVAREA VIII messages 352 471 474 485 560 636 692 710 711 715 716 of 2010 . Issued by INM 23 of 2010.</p>																																													
<p>743. Self Cancelling. Navarea Eight - Warning inforce up to 03 Dec 2010.</p> <p>252 297 314 315 380 389 396 399 440 441 442 449 457 461 466 470 503 508 516 520 526 528 534 571 581 600 628 629 630 632 633 648 655 668 675 686 691 697 699 700 701 702 703 708 714 721 724 725 726 729 730 731 732 733 734 735 736 737 738 739 740 741 742 of 2010.</p>																																													
<p>744. Cancel NAVAREA VIII message 628 of 2010. India West Coast – Gulf of Kachchh. Charts 21 203 2068 2079 INT 705. Salaya channel marking buoy Tilburn retrieved for maintenance.</p> <p>2. Mariners to exercise caution.</p>																																													
<p>745. India West Coast – Gulf of Kachchh. Charts 21 203 2068 2079 INT 705. Salaya channel marking buoy VLCC in position 22-35.7N 069-16.4E unlit.</p> <p>2. Mariners to exercise caution.</p>																																													
<p>746. Following message received from RCC Australia reproduced below NAVAREA X 011/10.</p> <p>11 metre blue and yellow FV Sankara 02, Sri Lankan registration IMUL-A-0465, with 5 POB unreported since 23 Nov 10. Vessel departed Hambantota (Sri Lanka) 12 Nov 10 and may be located North West Indian Ocean. Report sightings or contact to MRCC Colombo or RCC Australia.</p>																																													
<p>747. India East Coast – Southern Bay of Bengal. Charts 32 33 INT 706 INT 707. Unmanned partially submerged boat (unlit) sighted in position 05-55.6N 084-31.1E at 1100 UTC on 04 Dec 2010. Dangerous for surface navigation.</p> <p>2. Mariners to exercise caution.</p>																																													
<p>748. Self Cancelling. India West Coast – Lakshadweep Sea. Charts 22 23 INT 702. Piracy. MV Jahan Moni attacked in position 08-10.0N 071-43.0E at 1033 UTC on 05 Dec 2010.</p> <p>2. All vessels are advised to steer clear of the area and exercise extreme caution and actively implement recommended anti-piracy measures.</p>																																													
<p>749. Self Cancelling. Somalia - South Coast. Piracy. Charts INT 70 INT 71 INT 72 INT 701 INT 702 INT 703. Possible mothership activity in position 04-08.0N 049-28.0E at 1537 UTC on 05 Dec 2010.</p> <p>2. Vessels are advised to keep 100 miles clear of this position and to exercise extreme caution.</p>																																													

<p>750. India East Coast – Bay of Bengal. Charts 31 32 INT 706. 3D seismic survey will be carried out by survey vessel Viking II from 07 Dec 2010 to 19 Dec 2010 in the following area.</p> <table> <tbody> <tr> <td>(a)</td> <td>15-52.00N</td> <td>084-16.00E</td> <td>(b)</td> <td>16-04.00N</td> <td>084-38.00E</td> </tr> <tr> <td>(c)</td> <td>15-26.00N</td> <td>085-09.00E</td> <td>(d)</td> <td>15-11.00N</td> <td>084-51.00E</td> </tr> </tbody> </table> <p>2. The vessel will be towing 8100 metre marine seismic cable marked with yellow coloured tail buoy with a flashing light.</p> <p>3. All vessels operating in vicinity to exercise caution and give wide berth of 06 NM around the vessel.</p> <p>4. Cancel this message on 20 Dec 2010.</p>	(a)	15-52.00N	084-16.00E	(b)	16-04.00N	084-38.00E	(c)	15-26.00N	085-09.00E	(d)	15-11.00N	084-51.00E																																		
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(c)	15-26.00N	085-09.00E	(d)	15-11.00N	084-51.00E																																									
<p>751. 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> <tbody> <tr> <td>Date</td> <td>Time (UTC)</td> </tr> <tr> <td>21, 28 Dec 2010</td> <td>0900 to 1200</td> </tr> <tr> <td>24, 31 Dec 2010</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> </tbody> </table> <p>2. Danger area bounded by</p> <table> <tbody> <tr> <td>(a)</td> <td>09-57.50N</td> <td>075-59.50E</td> <td>(b)</td> <td>09-57.70N</td> <td>076-14.20E</td> </tr> <tr> <td>(c)</td> <td>09-44.00N</td> <td>076-17.50E</td> <td>(d)</td> <td>09-42.50N</td> <td>076-09.50E</td> </tr> </tbody> </table> <p>3. Safe flying height 10000 metres</p> <p>4. Cancel this message on 01 Jan 2011.</p>	Date	Time (UTC)	21, 28 Dec 2010	0900 to 1200	24, 31 Dec 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																												
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(c)	09-44.00N	076-17.50E	(d)	09-42.50N	076-09.50E																																									
<p>752. India West Coast – Mormugao. Chart 22 257 INT 705 INT 706. Firing practice by Naval aircraft between 0230 UTC to 1230 UTC from 14 to 21 Dec 2010. Danger area bounded by</p> <table> <tbody> <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>073-52.00E</td> <td>(d)</td> <td>15-11.00N</td> <td>073-57.00E</td> </tr> </tbody> </table> <p>2. Safe flying height 3500 metres.</p> <p>3. Cancel this message on 22 Dec 2010.</p>	(a)	15-13.00N	073-57.00E	(b)	15-13.00N	073-52.00E	(c)	15-11.00N	073-52.00E	(d)	15-11.00N	073-57.00E																																		
(a)	15-13.00N	073-57.00E	(b)	15-13.00N	073-52.00E																																									
(c)	15-11.00N	073-52.00E	(d)	15-11.00N	073-57.00E																																									
<p>753. India East Coast – Bay of Bengal. Charts 31 INT 71 INT 706. Firing practice by Naval ships from 0330 UTC to 0830 UTC on 14 and 15 Dec 2010 in area bounded by</p> <table> <tbody> <tr> <td>(a)</td> <td>16-09.00N</td> <td>083-59.00E</td> <td>(b)</td> <td>15-26.50N</td> <td>084-44.00E</td> </tr> <tr> <td>(c)</td> <td>14-38.00N</td> <td>084-07.50E</td> <td>(d)</td> <td>15-20.00N</td> <td>083-24.00E</td> </tr> </tbody> </table> <p>2. Safe flying height 10000 metres.</p> <p>3. Cancel this message on 16 Dec 2010.</p>	(a)	16-09.00N	083-59.00E	(b)	15-26.50N	084-44.00E	(c)	14-38.00N	084-07.50E	(d)	15-20.00N	083-24.00E																																		
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<p>754. Cancel NAVAREA VIII message 745 of 2010. Marking buoy VLCC retrieved for maintenance.</p>																																														
<p>755. Self Cancelling. Cancel NAVAREA VIII messages 701 702 and 703 of 2010.</p>																																														
<p>756. Self Cancelling. Cancel NAVAREA VIII messages 252, 314, 315, 389 and 466 of 2010. promulgated sufficiently.</p>																																														
<p>757. India East Coast- Paradip. Charts 31 352 3010 INT 706. Paradip DGPS transmission off air.</p> <p>2. Mariners to exercise caution.</p>																																														
<p>758. India West Coast- Arabian Sea. Charts 22 293 INT 71 INT 705. Firing will be carried out by Naval ships on 15 Dec 2010 in area bounded by</p> <table> <thead> <tr> <th colspan="5"></th> <th>SAFE FLYING HEIGHT (METRES)</th> </tr> </thead> <tbody> <tr> <td colspan="6">0230 UTC to 0630 UTC</td> </tr> <tr> <td>(a)</td> <td>15-10.00N</td> <td>071-33.00E</td> <td>(b)</td> <td>15-48.00N</td> <td>071-33.00E</td> <td>8000</td> </tr> <tr> <td>(c)</td> <td>15-48.00N</td> <td>072-17.00E</td> <td>(d)</td> <td>15-10.00N</td> <td>072-17.00E</td> <td></td> </tr> <tr> <td colspan="6">0730 UTC to 1930 UTC</td> </tr> <tr> <td>(e)</td> <td>15-30.00N</td> <td>072-15.00E</td> <td>(f)</td> <td>14-29.00N</td> <td>072-48.00E</td> <td>22000</td> </tr> <tr> <td>(g)</td> <td>13-47.00N</td> <td>071-27.00E</td> <td>(h)</td> <td>14-49.00N</td> <td>070-54.00E</td> <td></td> </tr> </tbody> </table> <p>2. Mariners to exercise caution</p> <p>3. Cancel this message on 16 Dec 2010.</p>						SAFE FLYING HEIGHT (METRES)	0230 UTC to 0630 UTC						(a)	15-10.00N	071-33.00E	(b)	15-48.00N	071-33.00E	8000	(c)	15-48.00N	072-17.00E	(d)	15-10.00N	072-17.00E		0730 UTC to 1930 UTC						(e)	15-30.00N	072-15.00E	(f)	14-29.00N	072-48.00E	22000	(g)	13-47.00N	071-27.00E	(h)	14-49.00N	070-54.00E	
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<p>759. India East Coast – Off Suryalanka. Charts 31 32 355 3026 INT 706. Firing exercise by IAF from firing point 15-50.50N 080-29.50E between 0130 UTC to 1630 UTC from 15 to 17 Dec and 22 to 24 Dec 2010. Danger area is an arc of 60 NM radius between 100 degree and 210 degree from firing point.</p> <p>2. No over flight permissible and mariners to exercise caution.</p> <p>3. Cancel this message on 25 Dec 2010.</p>																																														

<p>760. India East Coast – Off Karaikal. Charts 32 357 INT 71 INT 706. M/V Ribbon (IMO number 9163295) aground in position 10-50.30N 079-52.40E.</p> <p>2. Mariners to exercise caution.</p>																																				
<p>761. India West Coast – Off Okha. Charts 21 291 INT 71 INT 705. MSV Safina Tul Ashraf sunk in position 22-26.20N 068-36.50E.</p> <p>2. Mariners to exercise caution.</p>																																				
<p>762. India West Coast – Off Satpati. Charts 21 293 INT 71 INT 705. Hydrographic survey from Satpati to Murud Janjira will be carried out by Hydrographic vessel from 14 Dec 2010 to 15 Jan 2011 in area bounded by</p> <table> <tr> <td>(a)</td> <td>19-02.00N</td> <td>072-30.00E</td> <td>(b)</td> <td>19-02.00N</td> <td>072-47.00E</td> </tr> <tr> <td>(c)</td> <td>19-44.30N</td> <td>072-39.00E</td> <td></td> <td></td> <td></td> </tr> </table> <p>2. Vessels operating in vicinity to give wide berth and exercise caution.</p> <p>3. Cancel this message on 16 Jan 2011.</p>	(a)	19-02.00N	072-30.00E	(b)	19-02.00N	072-47.00E	(c)	19-44.30N	072-39.00E																											
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(c)	19-44.30N	072-39.00E																																		
<p>763. India East Coast – Bay of Bengal. Charts 32 33 INT 71 INT 73 INT 706. Following Data/Tsunami buoys deployed in following positions</p> <table> <thead> <tr> <th></th> <th>BUOY</th> <th>POSITION</th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>BD04 moored buoy</td> <td>13-29.86N 083-58.11E</td> </tr> <tr> <td>(b)</td> <td>BD13 ocean buoy</td> <td>07-59.31N 085-08.58E</td> </tr> <tr> <td>(c)</td> <td>STB01 tsunami buoy</td> <td>06-15.00N 088-48.00E</td> </tr> </tbody> </table> <p>2. BD 04 and BD 13 buoys are yellow coloured, 03 metre dia, 3.5 metre mast carrying meteorological sensors fitted with radar reflectors, flash 05 sec and is off for 15 sec and range 4 NM.</p> <p>3. STB 01 tsunami buoy is yellow coloured, 2.13 metre dia, 4.11 metre mast with light, fitted with radar reflector and flash (amber colour) 05 sec and is off for 15 sec and range 04 NM.</p> <p>4. Mariners are strongly advised not to anchor or trawl in the operation circle of 1 NM of moored data buoy.</p>		BUOY	POSITION	(a)	BD04 moored buoy	13-29.86N 083-58.11E	(b)	BD13 ocean buoy	07-59.31N 085-08.58E	(c)	STB01 tsunami buoy	06-15.00N 088-48.00E																								
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<p>764. Cancel NAVAREA VIII message 738 of 2010. India East Coast- Bay of Bengal. Charts 31 33 351 352 3017 INT 706 INT 707. Experimental rocket launch scheduled from ITR launch complex from 0330 UTC to 1100 UTC on 10 and 11 Dec 2010.</p> <p>Danger zone bounded by following points</p> <table> <tr> <td>(a)</td> <td>20-45.35N</td> <td>087-05.36E</td> <td>(b)</td> <td>20-21.61N</td> <td>086-50.65E</td> </tr> <tr> <td>(c)</td> <td>19-58.08N</td> <td>086-46.60E</td> <td>(d)</td> <td>19-06.06N</td> <td>085-20.53E</td> </tr> <tr> <td>(e)</td> <td>06-53.60S</td> <td>082-20.90E</td> <td>(f)</td> <td>07-10.83S</td> <td>089-20.11E</td> </tr> <tr> <td>(g)</td> <td>06-28.90S</td> <td>093-48.13E</td> <td>(h)</td> <td>06-11.76N</td> <td>090-51.60E</td> </tr> <tr> <td>(j)</td> <td>15-00.10N</td> <td>090-14.71E</td> <td>(k)</td> <td>19-24.13N</td> <td>089-07.26E</td> </tr> <tr> <td>(l)</td> <td>20-01.85N</td> <td>087-32.26E</td> <td>(m)</td> <td>20-24.30N</td> <td>087-24.15E</td> </tr> </table> <p>2. No over flight and mariners to exercise caution.</p> <p>3. Cancel this message on 12 Dec 2010.</p>	(a)	20-45.35N	087-05.36E	(b)	20-21.61N	086-50.65E	(c)	19-58.08N	086-46.60E	(d)	19-06.06N	085-20.53E	(e)	06-53.60S	082-20.90E	(f)	07-10.83S	089-20.11E	(g)	06-28.90S	093-48.13E	(h)	06-11.76N	090-51.60E	(j)	15-00.10N	090-14.71E	(k)	19-24.13N	089-07.26E	(l)	20-01.85N	087-32.26E	(m)	20-24.30N	087-24.15E
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<p>765. India West Coast- Arabian Sea. Charts 21 INT 71 INT 705. Blue and white coloured boat ML Kartiki of length 14.02 metres reported missing with 04 crew on passage from Balapur, Navi Mumbai to Mundra Port since 27 Nov 2010.</p> <p>2. Mariners to keep sharp lookout and render assistance if sighted under intimation to MRCC Mumbai.</p>																																				
<p>766. India East Coast - Gopalpur. Charts 31 352 353 3005 INT 706. Firing exercise between 2330 UTC to 1800 UTC from 09 Dec to 11 Dec 2010. Danger area bounded by</p> <table> <tr> <td>(a)</td> <td>19-14.60N</td> <td>084-53.70E</td> <td>(b)</td> <td>19-37.05N</td> <td>085-27.86E</td> </tr> <tr> <td>(c)</td> <td>18-46.05N</td> <td>085-22.87E</td> <td></td> <td></td> <td></td> </tr> </table> <p>and arc of 41 NM radius joining point (b) and (c)</p> <p>2. Safe flying height 6100 metres.</p> <p>3. Mariners to exercise caution.</p> <p>4. Cancel this message on 12 Dec 2010.</p>	(a)	19-14.60N	084-53.70E	(b)	19-37.05N	085-27.86E	(c)	18-46.05N	085-22.87E																											
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<p>767. India East Coast - Gopalpur. Charts 31 352 353 3005 INT 706 . Firing exercise between 2330 UTC to 1800 UTC from 13 Dec 2010 to 15 Jan 2011. Danger area bounded by</p> <table> <tr> <td>(a)</td> <td>19-14.60N</td> <td>084-53.70E</td> <td>(b)</td> <td>19-37.05N</td> <td>085-27.86E</td> </tr> <tr> <td>(c)</td> <td>18-46.05N</td> <td>085-22.87E</td> <td></td> <td></td> <td></td> </tr> </table> <p>and arc of 41 nm radius joining point (b) and (c)</p> <p>2. Safe flying height 24500 metres.</p> <p>3. Mariners to exercise caution.</p> <p>4. Cancel this message on 16 Jan 2011.</p>	(a)	19-14.60N	084-53.70E	(b)	19-37.05N	085-27.86E	(c)	18-46.05N	085-22.87E																											
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<p>768. India West Coast – Arabian Sea. Charts 21 292 INT 705. Survey vessel Bos Angler will carry out seismic survey from 11 Dec 2010 to 31 Jan 2011 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>20-23.00N</td> <td>071-40.00E</td> <td>(b)</td> <td>20-23.00N</td> <td>070-50.00E</td> </tr> <tr> <td>(c)</td> <td>20-32.00N</td> <td>071-50.00E</td> <td>(d)</td> <td>20-45.00N</td> <td>071-20.00E</td> </tr> <tr> <td>(e)</td> <td>20-45.00N</td> <td>071-40.00E</td> <td></td> <td></td> <td></td> </tr> </table> <p>2. The vessel will be towing four streamers of length 6000 metres. Each trailing end attached to tail buoy with radar reflectors and flashing white lights.</p> <p>3. All vessels operating in vicinity to give a wide berth of 01 NM on either side, 02 NM ahead and 05 NM astern of the vessel and exercise caution.</p> <p>4. Cancel this message on 01 Feb 2011.</p>	(a)	20-23.00N	071-40.00E	(b)	20-23.00N	070-50.00E	(c)	20-32.00N	071-50.00E	(d)	20-45.00N	071-20.00E	(e)	20-45.00N	071-40.00E															
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<p>769. Self Cancelling. Cancel NAVAREA VIII message 764 of 2010.</p>																														
<p>770. India West Coast – Gulf of Kachchh. Charts 21 203 2018 2080 INT 705. Mungra reef lighthouse 22-45.60N 070-11.00E unlit.</p> <p>2. Mariners to exercise caution.</p>																														
<p>771. India West Coast – South of Jafarabad. Charts 21 207 254 292 INT 705. Fishing boat collided with barge (being towed by tug Jawar Dubai) on 09 Dec 2010 at 2230 UTC in position 20-26.90N 071-36.20E and reported sinking.</p> <p>2. Mariners to keep sharp lookout for survivors and render assistance.</p>																														
<p>772. Self Cancelling. Cancel NAVAREA VIII message 757 of 2010. Paradip DGPS transmission on air.</p>																														
<p>773. Self Cancelling. NAVAREA VIII-Warning Inforce</p> <p>297 380 396 399 440 441 442 449 457 461 470 503 508 516 520 526 528 534 571 581 600 629 630 648 655 668 675 697 721 725 726 729 735 736 739 740 741 744 746 747 750 751 752 753 754 758 759 760 761 762 763 765 766 767 768 769 770 771 772 OF 2010.</p>																														
<p>774. India West Coast – Off Okha. Charts 21 291 INT 71 INT 705. Survey vessel GEOWAVE commander will carry out seismic survey from 14 Dec to 30 Dec 2010 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>21-48.06N</td> <td>068-53.95E</td> <td>(b)</td> <td>21-47.58N</td> <td>067-28.36E</td> </tr> <tr> <td>(c)</td> <td>23-17.10N</td> <td>067-28.50E</td> <td>(d)</td> <td>23-16.86N</td> <td>067-53.63E</td> </tr> <tr> <td>(e)</td> <td>23-02.61N</td> <td>068-13.26E</td> <td>(f)</td> <td>22-50.50N</td> <td>068-24.66E</td> </tr> <tr> <td>(g)</td> <td>22-44.65N</td> <td>068-24.65E</td> <td>(h)</td> <td>22-41.73N</td> <td>068-34.40E</td> </tr> <tr> <td>(j)</td> <td>22-29.38N</td> <td>068-34.40E</td> <td>(k)</td> <td>22-22.36N</td> <td>068-42.68E</td> </tr> </table> <p>2. The vessel will be towing six streamers of length 6500 metres. Each trailing end attached to yellow coloured tail buoy with white flashing lights</p> <p>3. All vessels operating in vicinity to give a wide berth of 05 NM around the vessel and exercise caution</p> <p>4. Cancel this message on 31 Dec 2010.</p>	(a)	21-48.06N	068-53.95E	(b)	21-47.58N	067-28.36E	(c)	23-17.10N	067-28.50E	(d)	23-16.86N	067-53.63E	(e)	23-02.61N	068-13.26E	(f)	22-50.50N	068-24.66E	(g)	22-44.65N	068-24.65E	(h)	22-41.73N	068-34.40E	(j)	22-29.38N	068-34.40E	(k)	22-22.36N	068-42.68E
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<p>775. Self cancelling. India East Coast – Bay of Bengal. Charts 31 INT 71 INT 706. Afloat object sighted drifting in position 17-06.29N 088-44.86E</p> <p>2. Mariners to exercise caution.</p>																														
<p>776. India West Coast – Kochi. Charts 22 220 259 2004 2029 2045 INT 71 INT 705 INT 706. 107.5 Aft Transit Mark In Position 09-57.98N 076-16.87E Unlit</p> <p>2. Mariners to exercise caution.</p>																														
<p>777. Self Cancelling. Indian Ocean – Tanzania East Coast and Maldives West Coast. Piracy. Charts INT 70 INT 71 INT 72 INT 73 INT 701 INT 703. M/Vs attacked in following positions</p> <table border="0"> <tr> <td>09-56.00S</td> <td>041-48.00E</td> <td>101233Z DEC</td> </tr> <tr> <td>06-11.00N</td> <td>067-25.00E</td> <td>110542Z DEC</td> </tr> </table> <p>and piracy action group reported in position</p> <table border="0"> <tr> <td>07-33.00S</td> <td>042-05.00E</td> <td>111030Z DEC</td> </tr> </table> <p>2. All vessels are advised to keep 100 miles clear of this position and to exercise extreme caution.</p>	09-56.00S	041-48.00E	101233Z DEC	06-11.00N	067-25.00E	110542Z DEC	07-33.00S	042-05.00E	111030Z DEC																					
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<p>778. Myanmar South Coast – Gulf of Martaban. Charts 41 371 451 452 INT 71. 2D marine seismic acquisition survey will be carried out by survey vessel MV Volans AG-30 in Mottama offshore from 19 Dec to 31 Dec 2010 in line joining following positions</p> <table border="0"> <tr> <td>(a)</td> <td>16-06.77N</td> <td>096-42.39E</td> <td>(b)</td> <td>16-06.73N</td> <td>096-44.63E</td> </tr> <tr> <td>(c)</td> <td>16-04.57N</td> <td>093-44.59E</td> <td>(d)</td> <td>16-04.61N</td> <td>094-42.35E</td> </tr> </table> <p>2. During the survey period unauthorized navigation, anchoring, fishing and trawling are prohibited within a distance of 4000 metres from the above mentioned area.</p> <p>3. Cancel this message on 01 Jan 2011.</p>	(a)	16-06.77N	096-42.39E	(b)	16-06.73N	096-44.63E	(c)	16-04.57N	093-44.59E	(d)	16-04.61N	094-42.35E																		
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<p>779. India West Coast – Arabian Sea. Charts INT 71 INT 72 INT 704 INT 705. MT Esperanza Flag Sierra reported adrift in last known position 12-50.32N 065-07.04E on 131332Z DEC, speed 1 knot and heading 156T.</p> <p>2. Mariners to exercise caution.</p>																																																																											
<p>780. Self Cancelling. Suspected Somali pirates seen attacking and hijacking vessels in Indian ocean (west, central and east) off Seychelles/off Madagascar/off west Maldives. Pirates are using hijacked merchant vessels as mother vessels to sail far from Somali coast to attack and hijack passing vessels. In new modus operandi pirates are using the hijacked Srilankan/Thai/Chinese fishing trawlers including Indian dhow to carry skiffs for piracy attacks. The pirates are heavily armed with automatic weapons and RPG.</p> <p>2. Mariners are advised to maintain strict anti piracy watches and report all piratical attacks (actual/attempted) and suspicious sighting to the MRCC Mumbai (focal point - India for piracy reporting)</p> <p>3. Contact details of MRCC Mumbai are as follows:-</p> <table> <tr> <td>(A)</td> <td>Tele FAX</td> <td>0091-22-24316558/2433727</td> </tr> <tr> <td>(B)</td> <td>Telephone</td> <td>0091-22-24316558/24332554/24388065</td> </tr> <tr> <td>(C)</td> <td>E-mail</td> <td>indsar@vsnl.net icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in</td> </tr> </table>	(A)	Tele FAX	0091-22-24316558/2433727	(B)	Telephone	0091-22-24316558/24332554/24388065	(C)	E-mail	indsar@vsnl.net icgmrcc_mumbai@mtnl.net.in mrcc-west@indiancoastguard.nic.in																																																																		
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<p>781. India West Coast – Arabian Sea. Charts 21 201 251 271 291 INT 71. Unknown ship wreck reported in position 23-37.08N 067-58.08E. Single mast of ship is visual above water line and having three orange coloured cranes.</p> <p>2. Mariners to exercise caution.</p>																																																																											
<p>782. Self Cancelling. Cancel NAVAREA VIII messages 440 441 442 449 457 and 571 of 2010.</p>																																																																											
<p>783. India West Coast – Off Mumbai. Charts 21 22 211 255 292 293 2016 INT 705 INT 706. Stranded wreck of MSC Chitra in position 18-51.95N 072-48.98E.</p> <p>2. Mariners to exercise caution.</p>																																																																											
<p>784. Indian Ocean – Bay of Bengal. Charts 32 33 INT 71 INT 706. GSLV- F06 rocket launching scheduled from launch pad 13-43.2N 080-13.8E between 1000 UTC to 1300 UTC from 20 to 26 Dec 2010.</p> <p>2. Danger area as follows</p> <table> <tr> <td>(a)</td> <td colspan="2">Danger zone–1. Circle of 10 NM around the launcher</td> <td></td> <td></td> </tr> <tr> <td>(b)</td> <td colspan="2">Danger zone–2. Sector of radius 15 NM from launcher between</td> <td>azimuth</td> <td>angles of 045</td> </tr> <tr> <td></td> <td colspan="2">degree and 160 degree from true north</td> <td></td> <td></td> </tr> <tr> <td>(c)</td> <td colspan="4">Danger zone -3. Area bounded by following points</td> </tr> <tr> <td></td> <td>(i)</td> <td>11-30.0N</td> <td>085-00.0E</td> <td>(ii)</td> <td>11-30.0N</td> <td>086-45.0E</td> </tr> <tr> <td></td> <td></td> <td>(iii)</td> <td>13-00.0N</td> <td>086-45.0E</td> <td>(iv)</td> <td>13-00.0N</td> <td>085-00.0E</td> </tr> <tr> <td>(d)</td> <td colspan="4">Danger zone – 4. Area bounded by following points</td> </tr> <tr> <td></td> <td>(i)</td> <td>10-30.0N</td> <td>088-15.0E</td> <td>(ii)</td> <td>10-30.0N</td> <td>090-00.0E</td> </tr> <tr> <td></td> <td></td> <td>(iii)</td> <td>12-00.0N</td> <td>090-00.0E</td> <td>(iv)</td> <td>12-00.0N</td> <td>088-15.0E</td> </tr> <tr> <td>(e)</td> <td colspan="4">Danger zone – 5. Area bounded by following points</td> </tr> <tr> <td></td> <td>(i)</td> <td>08-15.0N</td> <td>094-45.0E</td> <td>(ii)</td> <td>08-15.0N</td> <td>095-30.0E</td> </tr> <tr> <td></td> <td></td> <td>(iii)</td> <td>09-45.0N</td> <td>095-30.0E</td> <td>(iv)</td> <td>09-45.0N</td> <td>094-45.0E</td> </tr> </table> <p>3. Mariners to exercise caution</p> <p>4. Cancel this message on 27 Dec 2010.</p>	(a)	Danger zone–1. Circle of 10 NM around the launcher				(b)	Danger zone–2. Sector of radius 15 NM from launcher between		azimuth	angles of 045		degree and 160 degree from true north				(c)	Danger zone -3. Area bounded by following points					(i)	11-30.0N	085-00.0E	(ii)	11-30.0N	086-45.0E			(iii)	13-00.0N	086-45.0E	(iv)	13-00.0N	085-00.0E	(d)	Danger zone – 4. Area bounded by following points					(i)	10-30.0N	088-15.0E	(ii)	10-30.0N	090-00.0E			(iii)	12-00.0N	090-00.0E	(iv)	12-00.0N	088-15.0E	(e)	Danger zone – 5. Area bounded by following points					(i)	08-15.0N	094-45.0E	(ii)	08-15.0N	095-30.0E			(iii)	09-45.0N	095-30.0E	(iv)	09-45.0N	094-45.0E
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(d)	Danger zone – 4. Area bounded by following points																																																																										
	(i)	10-30.0N	088-15.0E	(ii)	10-30.0N	090-00.0E																																																																					
		(iii)	12-00.0N	090-00.0E	(iv)	12-00.0N	088-15.0E																																																																				
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	(i)	08-15.0N	094-45.0E	(ii)	08-15.0N	095-30.0E																																																																					
		(iii)	09-45.0N	095-30.0E	(iv)	09-45.0N	094-45.0E																																																																				
<p>785. India East Coast- Bay of Bengal. Charts 32 357 INT 71 INT 706. Survey vessel Viking vision will carry out 3 D seismic survey from 16 to 31 Dec 2010 in area bounded by</p> <table> <tr> <td>(a)</td> <td>12-03.35N</td> <td>081-36.12E</td> <td>(b)</td> <td>12-34.34N</td> <td>081-36.15E</td> </tr> <tr> <td>(c)</td> <td>12-34.46N</td> <td>081-15.00E</td> <td>(d)</td> <td>12-03.37N</td> <td>081-15.00E</td> </tr> </table> <p>2. The vessel will be towing 10 streamer cables of length 8100 metres. Each end of the cable is marked with yellow coloured tail buoy with flashing white light.</p> <p>3. All vessels operating in area to exercise caution and give wide berth at least 07 NM around the vessel.</p> <p>4. Cancel this message on 01 Jan 2011.</p>	(a)	12-03.35N	081-36.12E	(b)	12-34.34N	081-36.15E	(c)	12-34.46N	081-15.00E	(d)	12-03.37N	081-15.00E																																																															
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<p>786. India East Coast – Bay of Bengal. Charts 32 33 INT 71 INT 73 INT 706. Following ocean/tsunami buoys deployed in following positions</p> <table> <thead> <tr> <th></th> <th>Buoy</th> <th></th> <th>Position</th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>TB10</td> <td>Tsunami buoy</td> <td>06-48.26N 085-57.28E</td> </tr> <tr> <td>(b)</td> <td>BD14</td> <td>Ocean buoy</td> <td>06-11.25N 085-52.10E</td> </tr> </tbody> </table> <p>2. Buoys are yellow coloured discuss shaped, 03 metre dia, 3.5 metre mast carrying meteorological sensors fitted with radar reflectors . Data transmission through INMARSAT modem once in 1 hour/ 3 hour to shore station at NIOT Chennai.</p> <p>3. The buoys are integrated with yellow beacon light, flashes 05 sec and is off for 15 sec and range 04 NM.</p> <p>4. Mariners are strongly advised not to anchor or trawl in the operation circle of 1 NM of moored data buoy.</p>		Buoy		Position	(a)	TB10	Tsunami buoy	06-48.26N 085-57.28E	(b)	BD14	Ocean buoy	06-11.25N 085-52.10E																																																															
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787. Self Cancelling. Cancel NAVAREA VIII message 754 of 2010. VLCC buoy re - established in position 22-35.70N 069-16.40E.																								
788. Self Cancelling. Indian Ocean – Tanzania and Madagascar east coast. Piracy. Charts INT 70 INT 71 INT 72 INT 701 INT 702. M/v attacked in position 05-28.00s 039-58.00e and possible piracy activity support by white colour ship in position 13-14.80S 054-43.00E on 13 Dec 2010. 2. All vessels are advised to keep 100 miles clear of this position and to exercise extreme caution.																								
789. India East Coast- Bay of Bengal. Charts 31 351 352 INT 706. Experimental rocket launch scheduled from ITR launch complex between 0230 UTC and 1130 UTC from 22 to 23 Dec 2010. Danger zone bounded by following points <table border="0"> <tr> <td>(a)</td> <td>21-24.32N</td> <td>086-54.65E</td> <td>(b)</td> <td>21-10.76N</td> <td>086-53.69E</td> </tr> <tr> <td>(c)</td> <td>20-47.61N</td> <td>087-13.49E</td> <td>(d)</td> <td>18-56.05N</td> <td>088-24.81E</td> </tr> <tr> <td>(e)</td> <td>19-23.15N</td> <td>089-03.10E</td> <td>(f)</td> <td>19-58.13N</td> <td>089-32.08E</td> </tr> <tr> <td>(g)</td> <td>21-07.35N</td> <td>087-34.38E</td> <td>(h)</td> <td>21-25.53N</td> <td>087-09.35E</td> </tr> </table> 2. No over flight permissible and mariners to exercise caution. 3. Cancel this message on 24 Dec 2010.	(a)	21-24.32N	086-54.65E	(b)	21-10.76N	086-53.69E	(c)	20-47.61N	087-13.49E	(d)	18-56.05N	088-24.81E	(e)	19-23.15N	089-03.10E	(f)	19-58.13N	089-32.08E	(g)	21-07.35N	087-34.38E	(h)	21-25.53N	087-09.35E
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(g)	21-07.35N	087-34.38E	(h)	21-25.53N	087-09.35E																			
790. Self Cancelling. Cancel NAVAREA VIII message 765 of 2010.																								
791. Self Cancelling. Cancel NAVAREA VIII message 744 of 2010. India West Coast – Gulf of Kachchh. Charts 21 203 2068 2079 INT 705. Salaya channel marking buoy Tilburn re-established in position 22-37.20N 069-32.00E. 2. Mariners to exercise caution.																								
792. India East Coast- Chennai. Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice by Naval coast battery from position 13-07.17N 080-18.70E between 0530 UTC to 0730 UTC on 24 Dec 2010. 2. Danger zone sector of 11 NM radius between 045 degree and 075 degree from gun position. 3. Safe flying height 12800 metres. 4. Cancel this message on 25 Dec 2010.																								
793. Refer NAVAREA VIII message 739 of 2010. India East Coast- Bay of Bengal. Charts 31 INT 71 INT 706. Rig discoverer INDIA moved to new position 16-23.12N 083-34.16E. 2. Wide berth requested.																								
794. Refer NAVAREA VIII message 740 of 2010. India West Coast- Arabian Sea. Charts 21 293 INT 71 INT 705. Following rigs moved to new position <table border="0"> <tr> <td>BADRINATH</td> <td>19-11.46N</td> <td>070-39.56E</td> <td>(New deployed)</td> </tr> <tr> <td>CE THROTON</td> <td>19-01.03N</td> <td>071-14.43E</td> <td></td> </tr> <tr> <td>SAGAR SHAKTI</td> <td>19-37.94N</td> <td>071-00.31E</td> <td></td> </tr> </table> 2. Wide berth requested.	BADRINATH	19-11.46N	070-39.56E	(New deployed)	CE THROTON	19-01.03N	071-14.43E		SAGAR SHAKTI	19-37.94N	071-00.31E													
BADRINATH	19-11.46N	070-39.56E	(New deployed)																					
CE THROTON	19-01.03N	071-14.43E																						
SAGAR SHAKTI	19-37.94N	071-00.31E																						
795. Self Cancelling. Cancel NAVAREA VIII message 396 of 2010. Charts 31 32 355 INT 706. Mast of drilling rig (42.7 metres height) with obstruction light installed closed to Antervedi lighthouse in position 16-18.55N 081-44.19E removed.																								

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP-1)

Chapter 9 (Page-278)

(Delete Article 9.106 and Replace by)

(Source: Mundra Port and Special Economic Zone Ltd)

MINOR PORT

Mitha Port

9.106

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

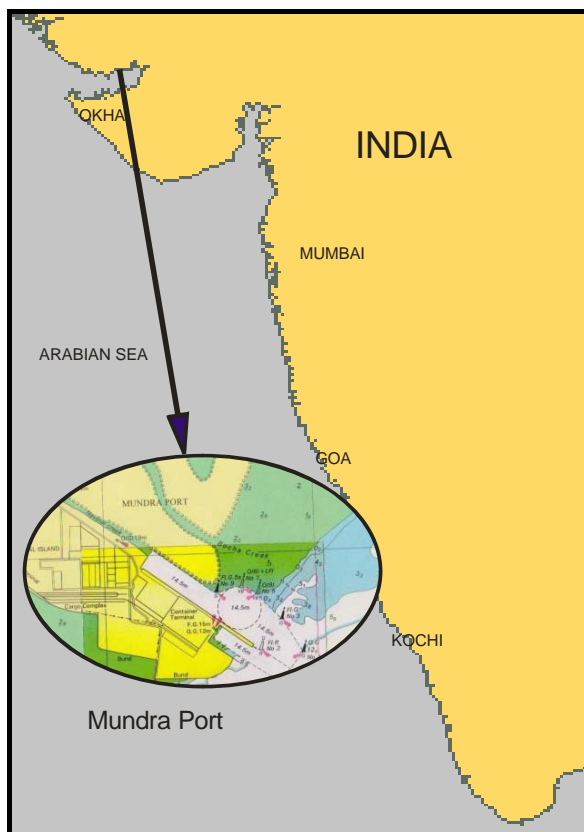
1 **Mitha Port** is located inland at position at 22°46'.02N, 69°42'.13E. The port is controlled by GMB does not have any support facilities and is generally is used by the shallow draught dhows.

MUNDRA PORT APPROACHES AND HARBOUR

General Information

9.106a

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



Extract of Paper Chart 2079

1 **Position.** Mundra New Port (22° 43'.8 N, 69° 42'.3 E) is an ISO 9000 & ISPS compliant, all weather port situated in Gulf of Kutch. The port is operated by Mundra Port and Special Economic Zone Ltd. It is capable of accommodating fully laden vessels upto 1,50,000 DWT and post panamax container vessels.



(Photo Courtesy: Mundra Port)

Mundra Port

2 **Port Limits.** Mundra Port Limits are as follows:

- a) 22° 49'.40 N, 69° 47'.20E
- b) 22° 49'.40 N, 69° 39'.00E
- c) 22° 48'.38 N, 69° 38'.97E
- d) 22° 48'.42 N, 69° 32'.33E
- e) 22° 38'.95 N, 69° 32'.30E
- f) 22° 37'.55 N, 69° 36'.92E
- g) 22° 37'.40 N, 69° 37'.05E
- h) 22° 37'.40 N, 69° 38'.80E
- j) 22° 37'.40 N, 69° 42'.00E
- k) 22° 40'.60 N, 69° 47'.20E

3 **Function.** The port handles varied cargo, such as hazardous, reefer etc.

Principle Export Cargos: Steel, Soya Bean, Bauxite, Bentonite, Vegetable Oil, Chemicals, Met Coke and Project Cargo.

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

4 **Traffic.** 2344 vessels per year with total gross tonnage 5,96,24,954 MT.

5 **Maximum size of vessels handled.** Maximum size of vessels handled, 61926 GT/draft 15.50m. Maximum size of vessels handled at SPM, 1,50,000 GT/draft 21.70m.

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

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

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

(i) **Multipurpose / Container Terminal.** Designated anchorage for vessels awaiting berth at Marine Terminals or Container Terminals is bound by co-ordinates:

- a) 22° 41'.02 N, 69° 42'.85E
- b) 22° 41'.01 N, 69° 47'.12E
- c) 22° 40'.63 N, 69° 47'.12E
- d) 22° 38'.00 N, 69° 42'.83E

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

- (a) 22° 38'.61 N, 69° 38'.96 E
- (b) 22° 38'.61 N, 69° 42'.03 E
- (c) 22° 37'.46 N, 69° 42'.03 E
- (d) 22° 37'.48 N, 69° 38'.96 E

The minimum depth at SPM anchorage is 26.5m.

(iii) **STS.** Anchorage for STS operations is centered on position 22° 41'.72 N, 69° 46'.50E with a radius of 0.5 nm. The minimum depth at STS anchorage is 25.5m.

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

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

9 **Pilotage** Pilotage is compulsory within port limits. Guided by the International Boarding Standards, it is controlled by the Mundra Port Authority on VHF Channels 16/73. No movements are to be undertaken other than anchoring at designated anchorages without licensed pilot on board.

10 Pilot Embarkation Position:

Container Terminal (A) -22°42'.50N,69°44'.00E
Multi Purpose Berth (B) -22°42'.55N,69°42'.49E
SPM -22°38'.87N,69°39'.18E

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

- (i) Standard Pilot Card/Master Pilot Information Exchange
- (ii) Vessels Particulars
- (iii) Copy of Safe Manning Document
- (iv) Copy of crew list.

12 **Tides.** Tidal range is between +0.37m and +6.40m.

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

14 Navigational Aids.

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



Mundra Port Marine Control Tower (F0362)

(ii) **The SPM is installed in position** 22°40'.68N, 69°39'.27E (Shape- Cylindrical, Colour-Red, Light- White, Morse Code- U, Range- 5nm, Racon-M).

(iii) The transit lights for Container Channel:
 No.1 Q Fl (G) 19m
 No.2 Oc (G) 34m

(iv) The Channel buoys:

- (a) Stbd hand No.1 with top mark Q Fl (G)
- (b) Port hand No.2 with top mark Fl (R)
- (c) Stbd hand No.3 with top mark Fl (G)
- (d) Cardinal Buoy No.5 Q(9) Fl (W)
- (e) Cardinal Buoy No.7 Q(6)+L FL(W)
- (f) Stbd hand No.9 with top mark Fl (G) 5s

(v) Leading lights-Terminal 2 (back side):
 No.1 Q Fl (G) 12m
 No.2 Fixed (G) 15.5m

(vi) The minimum diameter of turning basin for vessels calling at container terminals and berth nos 5, 6 on multipurpose terminal no.2 is 650 m at right angled line joining the MPT2 and Buoy no.5.

15 **Tugs.** Total nine (09) Azimuth Stern Drive tugs of 50 and 70 Ton Bollard Pull (6000 hp) capacities are presently available with the port at a short notice. The language of communication with the tugs is English/ Hindi. The tug hiring charges are subject to prevailing policies/ tariff hoisted on the port's website www.mundraport.com and requisitioned through vessel's agents.

16 Berthing and Wharves. The port consists of eight (08) multipurpose berths and four (04) berths Container Terminal. Monthly permissible drafts are declared basis on hydrographic survey.

Berth	LOA	Beam	Depth	Type
MPT – 1				
No.1	275m	48m	17.1m	Dry/Liquid
No.2	183m	38m	12.5m	Liquid
No.3	240m	42m	15.5m	Dry/Liquid
No.4	225m	34m	13.0m	Dry/Liquid
Barge Berth	85m	15m	11.0m	Harbour Craft
MPT – 2				
No.5	280m	48m	17.1m	Dry/Liquid
No.6	280m	48m	17.1m	Dry/Liquid
No.7	225m	35m	14.5m	Dry/Liquid
No.8	225m	35m	14.5m	Dry/Liquid
Container Terminal – 1 (2 Berths)				
MICT 1 & MICT 2	632m	48m	14.5m	Container
Container Terminal –2 (2 Berths)				
CB3 & CB4	631m	48m	14.5m	Container

17 Pollution Control. It is an offence to discharge or allow escape, will fully, or accidentally, any oil, oil mixture, oily/dirty ballast or contaminated bilge water or noxious sewage from any vessel within Mundra port Limits. International and Indian Laws stipulate heavy penalties including arrest, on the offending vessel and crew.

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

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

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

18 Cranes. Eight (08) nos mobile harbour cranes of SWL 100 ton each with 8 mobile hoppers for handling of capsized and panamax vessels. Four (04) nos fork lift and pay loaders available.

19 Cargo Handling Equipment:

Container Terminal-1.

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

Container Terminal-2.

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

The port has an import conveyor system capable of handling 1500 tph. The port has a wheat cleaning facility synchronized with export conveyor system and a rice sorting and grading facility along with a multiple bagging unit.

20 Repairs. Minor repairs possible through workshops available at Mundra/ Gandhidham after obtaining permission from Port control/ Customs.

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

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

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

24 Services. Telephone, Medical, Ambulance, Quarantine, Navigational warnings and weather bulletins, Garbage and Waste Oil Disposal are available on request at Port Control. Radio Telegrams/ Telephony, Chip chandlery and stevedores are available through agents. Compass adjustment is available at Gandhidham (70 km).

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

26 Clubs/Recreation Facilities. The port has a duty free shop within the port. Various restaurants are located in Mundra Town at a distance of 12 km from the port.

27 Communications.

Nearest Highway – NH 8A
Nearest Railhead – Bhuj (65km)
Nearest Airport – Bhuj (65km)

28 Port Authorities

(a) Port Authority

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

(b) Terminal Operator.

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

(c) Port Facility Security Officer

Capt. Gourab Nandi
DGM (Marine) & PFSO
Mundra Port & Special Economic Zone Ltd.
Post Bag No.1, Mundra-370421
Kutch, Gujrat, India
Phone: +91 2838 289347
+91 9979855911 (Off office hours)
Fax: +91 2838 289170
E-mail: gourab.nandi@mundraport.com

(d) Dy. Port Facility Security Officer

Mr. Suresh Sharma
Manager (Marine) & DFSO
Mundra Port & Special Economic Zone Ltd.
Post Bag No.1, Mundra-370421
Kutch, Gujrat, India
Phone: +91 2838 289504
+91 98792 03556 (Off office hours)
Fax: +91 2838 289170
E-mail: Suresh.Sharma@mundraport.com

Bay of Bengal Pilot (INP-2)**(Chapter 2, Page-129)**

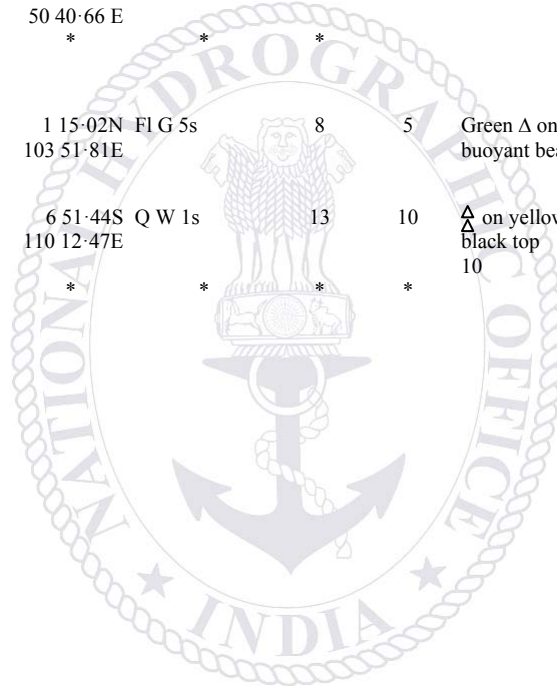
(Source: Visakhapatnam Port Trust)

Article 2.148, para 5, line 2-3,

*Delete text “220m LOA and acceptable draft of 13m” and
replace by “230m LOA, beam 42m and draft 14m subject to
the distance from ships manifold to its stern does not exceed
117m,”*

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6473	- Entrance Channel. Precision Entry Light. Dir Lt 217.7°	29 53.11 S 31 02.59 E	Dir WRG	43	W8 R6 G5	Grey metal lattice tower with platform 41	F G215.6°-216.7°(1.1°). Oc G216.7°-217.6°(0.9°). F W217.6°-217.8°(0.2°). Oc R217.8°-218.7°(0.9°). F R218.7°-219.8°(1.1°)
	*	*	*	*	*	*	*
D7389.1	Remove From List						
D7390	Remove From List						
D7390.3	Remove From List						
D7390.4	- Approach Channel. G	25 18.59 N 51 34.42 E	VQ(3)W 5s	⚓ on black beacon, yellow band	
	*	*	*	*	*	*	*
D7400.32	- Al Mu'tarid. 4M SSW	25 43.40 N 50 40.66 E	Fl Y	5	..	Red beacon, white band	
	*	*	*	*			
F1321.6	Remove from list						
F1718.7	- Outer Shoal	1 15.02N 103 51.81E	Fl G 5s	8	5	Green Δ on green buoyant beacon	TE; replaced by light buoy Fl G 5s close N (T) 2010 *
K1128.8	Tg Korowelang (ID)	6 51.44S 110 12.47E	Q W 1s	13	10	Δ on yellow beacon, black top 10	<i>fl 0.5</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)

Page 74 BEACONS TRANSMITTING DGPS CORRECTION, India section

Insert after Pulicat

Rameswaram	9°17'01.97457"N 79°18'31.53626"E	311	100	446 447	123	100	Yes	Operational	3,5,9,7,16
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INP 31(5), 1997

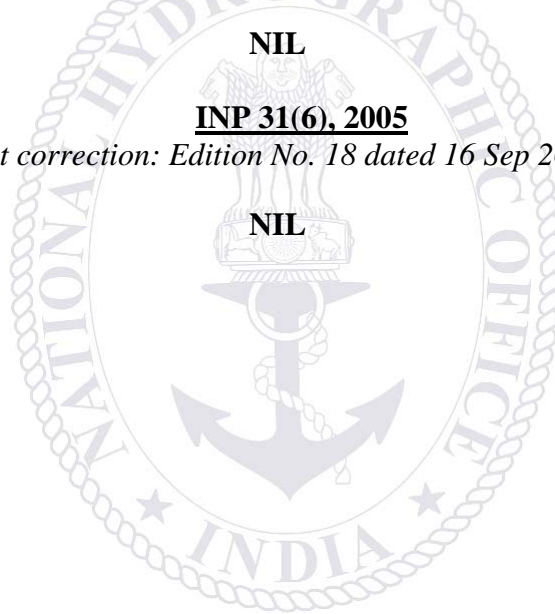
(Last correction: Edition No. 07 dated 01 Apr 09)

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 wharf 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

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