



# INDIAN NOTICES TO MARINERS



EDITION NO. 21 DATED 01 NOV 2012

(CONTAINS NOTICES 245 TO 251)

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

**FEEDBACK:** [msis-inho-navy@nic.in](mailto:msis-inho-navy@nic.in)



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



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## II

### **MARINER'S OBLIGATION AND A CHART MAKER'S PLEA**

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

**Chief Hydrographer  
to the Government of India**



### III

## EXPLANATORY NOTES

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

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

## IV

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

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

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

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

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

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

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

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

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

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

-Nil-

2. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>2045</b> (INT 7360)	<b>PORT OF KOCHI</b>	<b>7,500</b>	<b>New Edition</b>
<b>2004</b> (INT 7359)	<b>KOCHI HARBOUR</b>	<b>25,000</b>	<b>New Edition</b>
<b>2029</b> (INT 7358)	<b>APPROACHES TO KOCHI</b>	<b>60,000</b>	<b>New Edition</b>
<b>391</b>	<b>CHENNAI TO KALINGAPATNAM</b>	<b>75,000</b>	<b>New Edition</b>
<b>252</b> (INT 7325)	<b>OKHA TO VERAVAL</b>	<b>300,000</b>	<b>New Edition</b>

3. The forthcoming Indian Publication is as follows:-

<i>Title of Publication</i>	<i>Edition</i>
<b>Indian List of Radio Signals – Volume 6</b>	<b>2012</b>

### Availability of ENC'S.

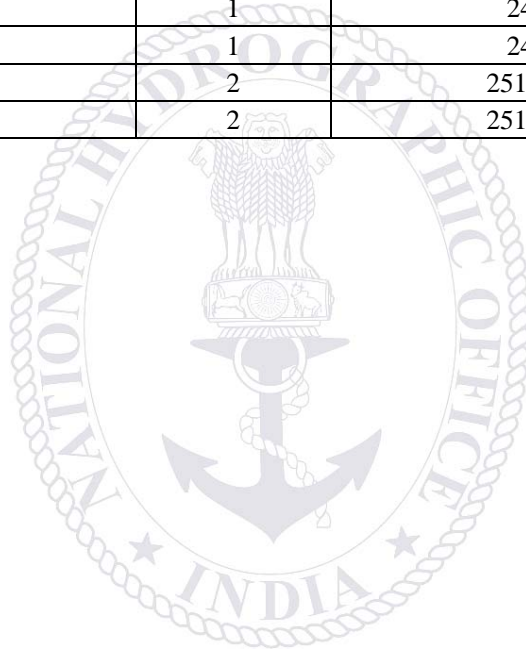
The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the world wide network of their agents and distributors. Updates are also made available as per the existing 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, M/s JEPPESEN Norway AS PO Box 212 N-4379 Egersund Norway Tel: +47-51- 464 700 Fax: +47-51-464 701 Mob : +91-9322 238 542 Email: enc@jeppesen.com, info@c-map.co.in Website: www.jeppesen.com
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 245 to 251 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
22 (INT 752)	3	246
208	2	245
246	1	247
254 (INT 7331)	2	245
272	4	246
289	1	248, 249
290	1	247
2034	2	250 (P)
2039	2	245
2044	2	245
2088	1	247
2097	1	247
2106	2	251 (P)
2107	2	251 (P)





## SECTION – II PERMANENT NOTICES

**\*245/(21/12) INDIA – WEST COAST – Gulf of Khambhat – Fouls.**

Source: NAVAREA VIII – 503/12.

**Chart 254 (INT 7331)** [previous update 232/12]

Insert	#		21° 22'.37N.,72° 14'.71E.
			21° 35'.28N.,72° 27'.54E.
			21° 35'.57N.,72° 25'.71E.

**Chart 208** [previous update 226/12]

Insert	#		21° 22'.37N.,72° 14'.71E.
			21° 35'.28N.,72° 27'.54E.
			21° 35'.57N.,72° 25'.71E.

**Chart 2044** [previous update 197/12]

Insert	#		21° 22'.36N.,72° 14'.74E.
			21° 35'.27N.,72° 27'.57E.
			21° 35'.56N.,72° 25'.74E.

**Chart 2039** [previous update 156/12]

Insert	#		21° 35'.27N.,72° 27'.56E.
			21° 35'.56N.,72° 25'.73E.

**\*246/(21/12) INDIA – WEST COAST – Cora Divh to Elikalpeni Bank – Legend.**

Source: IH 102 - INS Investigator.

**Chart 22 (INT 752)** [previous update 222/12]

Delete		Discoloured water Rep	12° 10'.30N., 73° 21'.40E.
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**Chart 272** [previous update 127/12]

Delete		Discolrd water Rep(1919)	12° 10'.00N., 73° 21'.40E.
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**247/(21/12) GULF OF OMAN – Muscat – Light.**

Source: BA Notice 4671/12.

**Chart 290** [previous update 246/11] WGS 1984 DATUM

Amend		range of light to 19M	23° 37'.20N., 58° 35'.80E.
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**Chart 246** [previous update 214/10] WGS 1984 DATUM

Amend		range of light to 19M	23° 37'.60N., 58° 35'.80E.
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**Chart 2088** [previous update 217/11] WGS 1984 DATUM

Insert		radar beacon, Racon (M), at light	23° 42'.96N., 58° 05'.54E.
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Amend		range of light to 19M	23° 37'.56N., 58° 35'.80E.
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**Chart 2097 (Masqat to Mina Al Fahl)** [previous update 231/10] WGS 1984 DATUM

Amend		range of light to 19M	23° 37'.56N., 58° 35'.78E.
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**Chart 2097 (Plan - Masqat Matrah and Marsa Darsayt)** [previous update 231/10] WGS 1984 DATUM

Amend		range of light to 19M	23° 37'.56N., 58° 35'.78E.
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**248/(21/12) UNITED ARAB EMIRATES – Strait of Hormuz to Qatar – Obstruction.**

Source: BA Notice 4810/12.

**Chart 289** [previous update 238/12] WGS 1984 DATUM

Insert



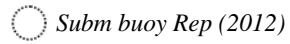
25° 04′.89N., 53° 23′.74E.

**249/(21/12) UNITED ARAB EMIRATES – Strait of Hormuz to Qatar – Obstruction.**

Source: BA Notice 4811/12.

**Chart 289** [previous update 248/12] WGS 1984 DATUM

Insert



26° 01′.40N., 52° 28′.40E.





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

**\*250(P)/(21/12) INDIA – WEST COAST – Hazira Port– Port Development. Dredging. Buoys.**

Source: Adani Hazira Port Pvt. Ltd.

1. Extensive Port development activity is in progress inside Hazira Port Limits. Construction of two container berths and three multipurpose berths is in progress, between following co-ordinates :

**Container Berths**

21° 05′.33N., 72° 37′.53E.

21° 05′.00N., 72° 37′.92E.

**Multipurpose Berths**

21° 05′.15N., 72° 37′.40E.

21° 04′.80N., 72° 37′.80E.

2. Capital dredging work is in progress from the Turning Circle to access the new berths between the following Co-ordinates :

21° 05′.57N., 72° 37′.25E.

21° 05′.56N., 72° 37′.29E.

21° 05′.53N., 72° 37′.35E.

21° 05′.50N., 72° 37′.41E.

21° 05′.46N., 72° 37′.46E.

21° 05′.39N., 72° 37′.50E.

21° 05′.34N., 72° 37′.53E.

21° 05′.01N., 72° 37′.93E.

21° 04′.90N., 72° 37′.90E.

21° 04′.80N., 72° 37′.80E.

21° 05′.16N., 72° 37′.40E.

21° 05′.22N., 72° 37′.33E.

21° 05′.23N., 72° 37′.33E.

21° 05′.23N., 72° 37′.32E.

21° 05′.23N., 72° 37′.31E.

21° 05′.23N., 72° 37′.30E.

21° 05′.17N., 72° 37′.06E.

\*3. Channel marking buoys are placed in following positions :

<b>Buoys</b>	<b>Position</b>	<b>Characteristic</b>	<b>Shape</b>	<b>Colour</b>
A1	21° 05′.28N. 72° 37′.20E.	Q.G	Conical	Green
A2	21° 05′.43N. 72° 37′.26E.	Q.R	Can	Red
A3	21° 05′.21N. 72° 37′.35E.	Fl.(2)G5s	Conical	Green
A4	21° 05′.28N. 72° 37′.51E.	Fl.(2)R5s	Can	Red

4. Mariners to exercise caution and contact local port authorities for more information.

5. These changes would be depicted in the New Edition of Chart 2034.

6. \* Indicates new entry.

**Former INM 198(P)/12 is cancelled.**

**Charts Affected – 2034.**

**\*251(P)/(21/12) INDIA – WEST COAST – Mundra Port – Port Development. Dredging. Turning Circle. Buoys.**

Source: Adani Port and SEZ Ltd, Mundra

1. Construction of 4<sup>th</sup> berth (WB4) at West Basin is in progress, between following Co-ordinates :
  - 22° 45′.45N., 69° 34′.18E.
  - 22° 45′.44N., 69° 34′.20E.
  - 22° 45′.63N., 69° 34′.29E.
  - 22° 45′.66N., 69° 34′.21E.
  - 22° 45′.65N., 69° 34′.20E.
  - 22° 45′.62N., 69° 34′.26E.
  - 22° 45′.45N., 69° 34′.18E.
2. Construction of berths SB6 and SB7 within South basin is in progress between following Co-ordinates :
  - (a) 22° 44′.34N., 69° 41′.34E.
  - (b) 22° 44′.31N., 69° 41′.34E.
  - (c) 22° 44′.31N., 69° 41′.81E.
  - (d) 22° 44′.34N., 69° 41′.81E.
3. Dredging work is in progress inside South basin between the following Co-ordinates :
  - 22° 44′.30N., 69° 41′.31E.
  - 22° 43′.92N., 69° 41′.32E.
  - 22° 43′.92N., 69° 40′.88E.
  - 22° 44′.08N., 69° 40′.99E.
  - 22° 44′.15N., 69° 41′.03E.
  - 22° 44′.28N., 69° 41′.04E.
4. Channel marking buoys are placed in following positions :
 

Buoys	Position	Characteristic	Shape	Colour
Buoy 1	22° 43′.73N. 69° 41′.84E.	Iso.G.3s	Pillar	Green
Buoy 2	22° 43′.67N. 69° 41′.39E.	Iso.R.3s	Pillar	Red
Buoy 3	22° 43′.83N. 69° 41′.75E.	Oc.G.3s	Pillar	Green
Buoy 4	22° 43′.79N. 69° 41′.46E.	Oc.R.3s	Pillar	Red
Buoy 5	22° 44′.03N. 69° 41′.80E.	Fl.G.2s	Pillar	Green
Buoy 6	22° 44′.03N. 69° 41′.34E.	Fl.R.2s	Pillar	Red
5. Turning Circle of radius 375m centered on position 22° 44′.05N., 69° 41′.57E has been established within South basin.
6. Mariners to exercise caution and contact local port authorities for more information.

**Charts Affected – 2107, 2106.**

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

### 1. **NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

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

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

(Source - NAVAREA VIII Warning 100/12)

### 3. **DISPLAY ANOMALIES IN SOME ECDIS**

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

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

(Source - NAVAREA VIII Warning 141/12)

### **Distribution of Indian Paper Charts and Nautical Publications**

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

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

**List of Indian Chart Agents.**

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: sales@bogerdmartin.com, sarmarin@vsnl.com	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: ewsbom@bom3.vsnl.net.in
M/s C & C Marine Combine 25 Bank Street, 1 <sup>st</sup> Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publicatons 2/524 Sundeep Road, Chinna Neelangerai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 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, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in, charts@ mtnl.net.in	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com, pramod@inspireship.com
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungli Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924293, Cell: +91-9477444392 Email: sankar_roy342@yahoo.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: ashiskantha@gmiindia.in; Web: www.gmiindia.in

**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 – 2012.

2. NAVAREA VIII Warnings inforce as on 31 Oct 12.

**2011 SERIES** – 442 596 708

**2012 SERIES** – 346 385 387 388 418 421 439 462 463 464 465 475 484 486 488 489 493 498  
499 503 505 506 508 511 512 514 515 516 517 519 520 522 523 524 525 526 527 528 529  
530 531 532

3. NAVAREA VIII Warnings issued during the period from 15 Oct to 31 Oct 12 (both dates inclusive) are as tabulated below: –

<p><b>498. Andaman Sea – Northern Part.</b> Charts 31 325 371 451 INT 706. Site survey and soil boring survey will be carried out by survey vessels MV Dayangsari and MV Volans till 10 Nov 12 in following areas:</p>			
<b><u>Area –I</u></b>			
(a)	15-29N 094-45E	(b) 15-23N 094-43E	
(c)	15-22N 094-49E	(d) 15-27N 094-51E	
<b><u>Area –II</u></b>			
(a)	15-48N 093-50E	(b) 15-53N 093-58E	
(c)	15-53N 094-03E	(d) 15-40N 093-55E	
2.	Wide berth of 03 NM around the areas requested.		
3.	Cancel this MSG 110001 UTC Nov 12.		
<p><b>499. India West Coast-Arabian Sea.</b> Charts 21 22 211 217 220 255 258 259 272 2015 2016 INT 705. Following Mumbai Harbour buoys and other wreck marking buoys are virtually marked On NAIS network:</p>			
	<b>Position</b>	<b>Name/Place</b>	
(a)	18-55.17N 072-52.12E	Off Karanja buoy	
(b)	18-55.12N 072-52.38E	Off Karanja buoy	
(c)	18-52.09N 072-50.13E	South of Sunk Rock	
(d)	18-51.88N 072-50.29E	South of Sunk Rock	
(e)	18-51.25N 072-49.00E	Off No.2 Red buoy	
(f)	18-50.50N 072-47.78E	Off No.1 Red buoy	
(g)	12-47.91N 074-44.42E	Asia Forest	
(h)	10-08.20N 076-02.90E	Sea Angle	
<p><b>500. India East Coast – Chennai.</b> Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice by Naval Coast Battery from 260530 UTC to 260730 UTC Oct 12.</p>			
2.	Danger zone sector of 11 NM radius between 045 degree and 075 degree from 13-07.02N 080-18.01E.		
3.	Safe flying height 12800 Metres.		
4.	Cancel this MSG 260830 UTC Oct 12.		
<p><b>501. NAVAREA VIII – MESSAGES IN FORCE AS ON 191002 UTC OCT 12</b></p>			
<b>2011 Series</b> – 442 596 708			
<b>2012 Series</b> – 037 343 346 355 385 387 388 418 421 438 439 456 462 463 464 465 467 475 483 484 485 486 488 489 491 493 496 498 499 500			
(a)	NAVAREA VIII Warnings less than 42 days old (438/12 onward) are promulgated VIA safetyNET		
(b)	Text of NAVAREA VIII Warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in.		
(c)	Texts of NAVAREA VIII Warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.		
2.	Cancel this MSG 261002 UTC Oct 12		
<p><b>502. Western Indian Ocean – off Somalia.</b> Piracy. Charts INT 71 INT 73 INT 701. M/V hijacked in position 08-52N 050-28E at 191250 UTC Oct 12.</p>			
2.	Caution advised.		
3.	Cancel this MSG 221250 UTC Oct 12.		
<p><b>503. Cancel NAVAREA VIII 483/12. India West Coast – Gulf of Khambhat.</b> Charts 21 208 209 254 292 2039 2102 INT 705. Following vessels broken her anchor/cable:</p>			
	<b>Vessel</b>	<b>Position</b>	<b>Remarks</b>
	M V Taiglory	21-22.40N 072-14.70E	Anchor with 03 shackles
	Globel Triumph	21-35.31N 072-27.53E	Anchor with 07 shackles
	Mary Gorgias	21-35.60N 072-25.70E	Anchor with 07 shackles
2.	Caution advised.		



<p><b>504. Cancel NAVAREA VIII 491/12. India East Coast – Gopalpur.</b> Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 UTC to 1800 UTC from 24 Oct to 26 Oct 12 in area bounded by:</p> <table> <tbody> <tr> <td>(a)</td> <td>19-14.60N</td> <td>084-53.70E</td> <td>(b)</td> <td>19-37.05N</td> <td>085-27.87E</td> </tr> <tr> <td>(c)</td> <td>18-46.05N</td> <td>085-22.87E</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>and arc of 41 NM radius joining point (b) and (c).</p> <p>2. Safe flying height 25000 metres.</p> <p>3. Cancel this MSG 261900 UTC Oct 12.</p>	(a)	19-14.60N	084-53.70E	(b)	19-37.05N	085-27.87E	(c)	18-46.05N	085-22.87E																																																															
(a)	19-14.60N	084-53.70E	(b)	19-37.05N	085-27.87E																																																																			
(c)	18-46.05N	085-22.87E																																																																						
<p><b>505. India East Coast – Bay of Bengal.</b> Charts 32 33 391 INT 71 INT 706. 3D seismic survey by Viking II till 19 Dec 12 in area bounded by:</p> <table> <tbody> <tr> <td>(a)</td> <td>14-30.00N</td> <td>083-00.00E</td> <td>(b)</td> <td>14-30.00N</td> <td>084-00.00E</td> </tr> <tr> <td>(c)</td> <td>13-35.42N</td> <td>084-00.00E</td> <td>(d)</td> <td>13-30.17N</td> <td>083-50.51E</td> </tr> <tr> <td>(e)</td> <td>13-30.00N</td> <td>083-00.00E</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>2. Wide berth of 06 NM around the vessel requested.</p> <p>3. Cancel this MSG 200001 UTC Dec 12.</p>	(a)	14-30.00N	083-00.00E	(b)	14-30.00N	084-00.00E	(c)	13-35.42N	084-00.00E	(d)	13-30.17N	083-50.51E	(e)	13-30.00N	083-00.00E																																																									
(a)	14-30.00N	083-00.00E	(b)	14-30.00N	084-00.00E																																																																			
(c)	13-35.42N	084-00.00E	(d)	13-30.17N	083-50.51E																																																																			
(e)	13-30.00N	083-00.00E																																																																						
<p><b>506. India West Coast – Karwar.</b> Charts 22 215 216 257 293 2008 2010 INT 705. Anjadip island spur breakwater light of Karwar Naval harbour in position 14-45.21N 074-07.33E unlit.</p>																																																																								
<p><b>507. Andaman Sea – off Port Blair.</b> Charts 41 404 405 473 4006 4016 INT 706. Firing practice by Naval Coast Battery from 0730 UTC to 1030 UTC on 31 Oct 12 in area bounded by:</p> <table> <tbody> <tr> <td>(a)</td> <td>11-39.7N</td> <td>092-46.3E</td> <td>(b)</td> <td>11-40.6N</td> <td>092-47.0E</td> </tr> <tr> <td>(c)</td> <td>11-38.7N</td> <td>092-53.1E</td> <td>(d)</td> <td>11-32.9N</td> <td>092-48.3E</td> </tr> </tbody> </table> <p>2. Safe flying height 7000 metres.</p> <p>3. Cancel this MSG 311130 UTC Oct 12.</p>	(a)	11-39.7N	092-46.3E	(b)	11-40.6N	092-47.0E	(c)	11-38.7N	092-53.1E	(d)	11-32.9N	092-48.3E																																																												
(a)	11-39.7N	092-46.3E	(b)	11-40.6N	092-47.0E																																																																			
(c)	11-38.7N	092-53.1E	(d)	11-32.9N	092-48.3E																																																																			
<p><b>508. Bay of Bengal – Northern Portion.</b> Charts 31 32 391 INT 71 INT 706. Firing practice by Naval ships between 0300 UTC and 0730 UTC daily from 31 Oct to 01 Nov 12 in area bounded by:</p> <table> <tbody> <tr> <td>(a)</td> <td>16-30.0N</td> <td>083-30.0E</td> <td>(b)</td> <td>16-00.0N</td> <td>084-15.0E</td> </tr> <tr> <td>(c)</td> <td>15-20.0N</td> <td>084-05.5E</td> <td>(d)</td> <td>15-45.0N</td> <td>083-30.0E</td> </tr> </tbody> </table> <p>2. Safe flying height 13000 metres.</p> <p>3. Cancel this MSG 010830 UTC Nov 12.</p>	(a)	16-30.0N	083-30.0E	(b)	16-00.0N	084-15.0E	(c)	15-20.0N	084-05.5E	(d)	15-45.0N	083-30.0E																																																												
(a)	16-30.0N	083-30.0E	(b)	16-00.0N	084-15.0E																																																																			
(c)	15-20.0N	084-05.5E	(d)	15-45.0N	083-30.0E																																																																			
<p><b>509. India East Coast – off Chennai.</b> Charts 31 32 33 356 391 INT 706. Firing practice by Coast Guard Aircraft from 0230 UTC to 0630 UTC on 30 Oct 12. Danger area bounded by:</p> <table> <tbody> <tr> <td>(a)</td> <td>13-30N</td> <td>082-00E</td> <td>(b)</td> <td>14-30N</td> <td>082-00E</td> </tr> <tr> <td>(c)</td> <td>14-30N</td> <td>082-40E</td> <td>(d)</td> <td>13-30N</td> <td>082-40E</td> </tr> </tbody> </table> <p>2. Safe flying height 2000 metres.</p> <p>3. Cancel this MSG 300730 UTC Oct 12.</p>	(a)	13-30N	082-00E	(b)	14-30N	082-00E	(c)	14-30N	082-40E	(d)	13-30N	082-40E																																																												
(a)	13-30N	082-00E	(b)	14-30N	082-00E																																																																			
(c)	14-30N	082-40E	(d)	13-30N	082-40E																																																																			
<p><b>510. India West Coast – Port of Mumbai.</b> Charts 21 22 211 255 292 293 2015 2016 2076 INT 705 INT 706. Firing from 0400 UTC to 0730 UTC on 31 Oct 12 in following areas:</p> <p><b>Middle Ground</b></p> <table> <tbody> <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>072-54.83E</td> </tr> </tbody> </table> <p><b>Oyster Rock</b></p> <table> <tbody> <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> </tbody> </table> <p><b>Colaba Point</b></p> <table> <tbody> <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> </tbody> </table> <p>2. Safe flying height 2000 metres.</p> <p>3. Cancel this MSG 310830 UTC Oct 12.</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	072-54.83E	(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	072-54.83E																																																																			
(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																																																																			
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(c)	19-00.00N	072-44.08E	(d)	19-00.00N	072-38.00E																																																																			
<p><b>511. India East Coast – off Amalapuram.</b> Charts 31 32 33 355 INT 71 INT 706. Survey vessel Fugro Equator will carry out geophysical survey till 30 Nov 12 in area bounded by:</p> <p><b>Area-I</b></p> <table> <tbody> <tr> <td>(a)</td> <td>16-22.91N</td> <td>082-34.70E</td> <td>(h)</td> <td>16-25.40N</td> <td>082-32.33E</td> </tr> <tr> <td>(a1)</td> <td>16-27.91N</td> <td>082-29.97E</td> <td>(a2)</td> <td>16-31.68N</td> <td>082-29.97E</td> </tr> <tr> <td>(b1)</td> <td>16-31.52N</td> <td>082-29.62E</td> <td>(b2)</td> <td>16-39.70N</td> <td>082-27.10E</td> </tr> <tr> <td>(c1)</td> <td>16-39.74N</td> <td>082-27.40E</td> <td>(c2)</td> <td>16-39.58N</td> <td>082-27.58E</td> </tr> <tr> <td>(d1)</td> <td>16-38.05N</td> <td>082-28.20E</td> <td>(d2)</td> <td>16-34.41N</td> <td>082-30.92E</td> </tr> <tr> <td>(e1)</td> <td>16-37.78N</td> <td>082-35.37E</td> <td>(e)</td> <td>16-36.22N</td> <td>082-36.69E</td> </tr> <tr> <td>(f)</td> <td>16-29.54N</td> <td>082-42.33E</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p><b>Area-II</b></p> <table> <tbody> <tr> <td>(a)</td> <td>16-22.91N</td> <td>082-34.70E</td> <td>(b)</td> <td>16-22.50N</td> <td>082-39.50E</td> </tr> <tr> <td>(c)</td> <td>16-26.00N</td> <td>082-46.00E</td> <td>(d)</td> <td>16-36.17N</td> <td>082-43.71E</td> </tr> <tr> <td>(e)</td> <td>16-36.22N</td> <td>082-36.69E</td> <td>(f)</td> <td>16-29.53N</td> <td>082-42.33E</td> </tr> </tbody> </table> <p><b>Area-III</b></p> <table> <tbody> <tr> <td>(a)</td> <td>16-16.52N</td> <td>082-37.55E</td> <td>(b)</td> <td>16-16.49N</td> <td>082-42.44E</td> </tr> <tr> <td>(c)</td> <td>16-08.24N</td> <td>082-42.44E</td> <td>(d)</td> <td>16-08.33N</td> <td>082-29.94E</td> </tr> </tbody> </table>	(a)	16-22.91N	082-34.70E	(h)	16-25.40N	082-32.33E	(a1)	16-27.91N	082-29.97E	(a2)	16-31.68N	082-29.97E	(b1)	16-31.52N	082-29.62E	(b2)	16-39.70N	082-27.10E	(c1)	16-39.74N	082-27.40E	(c2)	16-39.58N	082-27.58E	(d1)	16-38.05N	082-28.20E	(d2)	16-34.41N	082-30.92E	(e1)	16-37.78N	082-35.37E	(e)	16-36.22N	082-36.69E	(f)	16-29.54N	082-42.33E				(a)	16-22.91N	082-34.70E	(b)	16-22.50N	082-39.50E	(c)	16-26.00N	082-46.00E	(d)	16-36.17N	082-43.71E	(e)	16-36.22N	082-36.69E	(f)	16-29.53N	082-42.33E	(a)	16-16.52N	082-37.55E	(b)	16-16.49N	082-42.44E	(c)	16-08.24N	082-42.44E	(d)	16-08.33N	082-29.94E
(a)	16-22.91N	082-34.70E	(h)	16-25.40N	082-32.33E																																																																			
(a1)	16-27.91N	082-29.97E	(a2)	16-31.68N	082-29.97E																																																																			
(b1)	16-31.52N	082-29.62E	(b2)	16-39.70N	082-27.10E																																																																			
(c1)	16-39.74N	082-27.40E	(c2)	16-39.58N	082-27.58E																																																																			
(d1)	16-38.05N	082-28.20E	(d2)	16-34.41N	082-30.92E																																																																			
(e1)	16-37.78N	082-35.37E	(e)	16-36.22N	082-36.69E																																																																			
(f)	16-29.54N	082-42.33E																																																																						
(a)	16-22.91N	082-34.70E	(b)	16-22.50N	082-39.50E																																																																			
(c)	16-26.00N	082-46.00E	(d)	16-36.17N	082-43.71E																																																																			
(e)	16-36.22N	082-36.69E	(f)	16-29.53N	082-42.33E																																																																			
(a)	16-16.52N	082-37.55E	(b)	16-16.49N	082-42.44E																																																																			
(c)	16-08.24N	082-42.44E	(d)	16-08.33N	082-29.94E																																																																			



<b>511. Continued.</b>	(e) 16-21.46N 082-29.94E (f) 16-21.44N 082-33.02E
	(g) 16-23.18N 082-32.31E (h) 16-25.40N 082-32.31E
	(a) 16-22.91N 082-34.70E (j) 16-22.84N 082-35.50E
2.	The vessel will be towing sub bottom profiler equipment of 600 metres length.
3.	Wide berth of 02 NM around the vessel requested.
4.	Cancel this MSG 010001 UTC Dec 12.
<b>512. India West Coast – Karwar.</b>	Charts 22 215 216 257 293 2008 2010 INT 705. Following transit marks and new channel marking buoys established/deployed at Karwar.
	<b>Transit Marks</b>
	<b>Transit Position Height</b>
	Forward 14-46.53N 074-07.49E 10 metres and 16 metres approx above MSL
	Aft 14-46.75N 074-07.49E 22 metres and 30 metres approx above MSL
	The colour of both the marks is red-white-red and characteristics of light is white quick flashing with range of 05 NM for both the marks.
	<b>New Channel Marking Buoys</b>
	<b>Buoys Position Characteristics</b>
	G1 14-44.41N 074-07.58E FL 5 SEC
	R2 14-44.41N 074-07.43E FL 5 SEC
	G3 14-45.02N 074-07.58E FL (2) 10 SEC
	R4 14-45.02N 074-07.43E FL (2) 10 SEC
	G5 14-45.63N 074-07.58E FL (3) 15 SEC
	R6 14-45.63N 074-07.43E FL (3) 15 SEC
<b>513. India West Coast – off Umargam.</b>	Charts 21 209 254 292 INT 705. Firing practice by Coast Guard from 0230 UTC to 0630 UTC on 26 Oct 12 in area bounded by:
	(a) 20-18.50N 072-02.50E (b) 20-18.50N 072-15.00E
	(c) 20-09.50N 072-12.00E (d) 20-09.50N 072-00.00E
2.	Safe flying height 1600 metres.
3.	Cancel this MSG 260730 UTC Oct 12.
<b>514. India East Coast – Visakhapatnam.</b>	Chart 32 308 354 3002 3035 INT 706. Hydrographic survey will be carried out till 12 Nov 12 in area bounded by:
	(a) 17-39.0N 083-15.5 E (b) 17-39.0N 083-23.0 E
	(c) 17-44.0N 083-23.0 E (d) 17-44.0N 083-15.5 E
2.	Wide berth requested.
3.	Cancel this message 130001 UTC Nov 12.
<b>515. India West Coast – Arabian Sea.</b>	Charts 22 273 293 INT 71 INT 705. Firing practice by Naval ship from 030030 UTC Nov to 091230 UTC Nov 12 in area bounded by:
	(a) 15-00N 070-40E (b) 15-00N 071-21E
	(c) 12-40N 072-21E (d) 12-40N 070-40E
2.	Safe flying height 2000 Metres.
3.	Cancel this MSG 091330 UTC Nov 12.
<b>516. Bay of Bengal – Northern Portion.</b>	Charts 31 32 354 INT 71 INT 706. Firing exercise by Naval ship from 1230 UTC to 1829 UTC on 06 Nov 12 in area bounded by:
	(a) 16-48N 083-15E (b) 15-52N 084-26E
	(c) 15-05N 084-00E (d) 15-55N 082-36E
2.	Safe flying height 22000 metres.
3.	Cancel this MSG 061929 UTC Nov 12.
<b>517. India East Coast – Bay of Bengal.</b>	Charts 32 33 356 INT 71 INT 706. Firing between 0230 UTC and 1130 UTC from 01 Nov to 07 Nov and 15 Nov to 21 Nov 12.
2.	Danger zone 05 NM radius around 13-50N 081-40E
3.	Safe flying height 3500 metres.
4.	Cancel this MSG 211230 UTC Nov 12.
<b>518. India East Coast – Gopalpur.</b>	Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 UTC to 1800 UTC daily from 31 Oct to 10 Nov and 21 Nov to 24 Nov 12 in area bounded by:
	(a) 19-14.60N 084-53.70E (b) 19-37.05N 085-27.87E
	(c) 18-46.05N 085-22.87E
	and arc of 41 NM radius joining point (b) and (c).
2.	Safe flying height 7000 metres.
3.	Cancel this MSG 241900 UTC Nov 12.
<b>519. Cancel NAVAREA VIII 343/12 355/12 and 438/12. India West Coast – Gulf of Khambhat.</b>	Charts 21 207 254 292 INT 705 INT 706. Narmada channel marking buoy no 4 and buoy no 6 unlit, buoy no 2 offstation (0.3NM south) of charted position and buoy no 7 reported missing.

<b>520.</b>	<b>NAVAREA VIII – messages in force as on 251007 UTC Oct 12:</b>			
	<b>2011 Series</b> – 442 596 708			
	<b>2012 Series</b> – 037 346 385 387 388 418 421 439 462 463 464 465 467 475 484 485 486 488 489 493 498 499 500 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519			
	(a) NAVAREA VIII warnings less than 42 days old (461/12 onward) are promulgated via SafetyNET.			
	(b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in			
	(c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.			
2.	Cancel this MSG 021007 UTC Nov 12.			
<b>521.</b>	<b>India West Coast – off Kadiapattanam.</b> Charts 22 23 32 222 260 INT 71. Yellow colour boat in capsized condition reported adrift in vicinity 08-06.18N 076-33.62E AT 240655 UTC Oct 12.			
2.	Cancel this MSG 270655 UTC Oct 12.			
<b>522.</b>	<b>India West Coast – Lakshadweep Sea.</b> Charts INT 71 INT 73 INT 702 INT 705. Hydrographic survey will be carried out till 11 Nov 12 in area bounded by:			
	(a)	08-15.5N	069-09.5E	(b) 08-15.5N 072-00.5E
	(c)	10-17.0N	072-00.5E	(d) 10-17.0N 069-09.5E
2.	Wide berth requested.			
3.	Cancel this MSG 120001 UTC Nov 12.			
<b>523.</b>	<b>India West Coast – Arabian Sea.</b> Charts 21 22 292 293 INT 705 INT 706. Rig list. Correct at 280630 UTC Oct 12:			
	ABAN ICE	18-31.91N		071-21.11E
	ABAN III	19-11.98N		072-11.00E
	ABAN IV	19-40.40N		071-19.38E
	ABAN VII	20-21.16N		071-48.46E
	BADRINATH	19-11.16N		070-39.66E
	CE THORNTON	19-34.68N		071-20.08E
	DEEP SEA FORTUNE	18-39.66N		072-13.33E
	DEEP SEA FOSSIL	19-33.13N		071-16.35E
	DISCOVERY-1	18-36.11N		071-01.58E
	ENERGY DRILLER	18-46.03N		071-25.41E
	FG MC CLINTOK	19-38.00N		071-21.73E
	GREATDRILL CHETNA	20-44.07N		071-55.05E
	GREATDRILL CHITRA	18-39.50N		072-12.85E
	JT ANGEL	19-25.65N		071-16.16E
	KEDARNATH	20-22.31N		071-28.48E
	NOBLE CHARLIE YESTER	19-18.21N		071-15.95E
	NOBLE ED HOLT	18-41.46N		072-20.88E
	RON TAPMEYER	19-34.15N		071-25.11E
	SAGAR GAURAV	19-16.81N		072-11.73E
	SAGAR KIRAN	22-33.96N		068-29.96E
	SAGAR LAXMI	18-36.15N		071-01.63E
	SAGAR PRAGATI	18-32.26N		072-15.43E
	SAGAR SHAKTI	19-10.40N		071-26.43E
	SAGAR JYOTI	20-31.60N		071-46.73E
	TRIDENT – 2	19-32.35N		071-20.91E
	TRIDENT – 12	18-39.21N		070-58.85E
	VIRTUE 1	18-37.23N		072-14.93E
	wide berth requested.			
2.	Cancel NAVAREA VIII 485/12.			
<b>524.</b>	<b>India West Coast – Karwar.</b> Charts 22 215 216 257 293 2009 INT 705. Under water demolition camp will be conducted at Ambe Kodar Cove at Karwar from 051830 UTC Nov to 101830 UTC Nov 12 in area bounded by:			
	(a)	14-43.9N	074-12.7E	(b) 14-44.2N 074-12.4E
	(c)	14-43.9N	074-12.2E	(d) 14-43.7N 074-12.4E
2.	Caution advised.			
3.	Cancel this MSG 111930 UTC Nov 12.			

<b>525. Cancel NAVAREA VIII 037/12. India East Coast – Bay of Bengal.</b> Charts 31 32 354 355 391 INT 706. Drilling operation terminated temporarily by following rigs:				
<b>Rig</b>	<b>Position</b>	<b>Casing lowered</b>	<b>Height of stack above water level</b>	
Hercules 258	16-44.23N 082-23.68E (drilled depth 5320 metres)	30 inch-103 metres 20 inch-700 metres 13.38 inch-1980 metres	approx. 16.42 metres	
Aban-II	16-39.14N 082-22.71E (drilled depth 2004 metres)	30 inch-103 metres 20 inch-802 metres 13.38 inch-2600 metres 09.58 inch-4296 metres 07 inch-5319 metres	approx. 12.87 metres	
2. Caution advised.				
<b>526. India East Coast – Vishakhapatnam.</b> Charts 31 32 308 354 391 3002 3012 INT 706. Seaward firing practice by Naval Coast Battery from 0001 UTC to 0200 UTC and 1500 UTC to 1700 UTC on 07 Nov 12.				
2. Danger zone sector OF 15 NM radius between 070 degree and 130 degree from position 17-42N 083-18E				
3. Safe flying height 13000 metres.				
4. Cancel this MSG 071800 UTC Nov 12.				
<b>527. India West Coast – Okha.</b> Charts 21 202 203 251 271 291 2013 2068 INT 705. Firing by Naval Coast Battery between 0530 UTC to 0730 UTC on 06 Nov 12.				
2. Danger area from 300 degree to 020 degree up to 12 NM seaward from 22-28.11N 069-04.00E				
3. Safe flying height 13000 metres.				
4. Cancel this MSG 060830 UTC Nov 12.				
<b>528. India West Coast – off Mumbai.</b> Charts 21 22 255 292 293 INT 705. Submarine rescue operations and diving practice by Naval ships from 311000 UTC Oct 12 to 061800 UTC Nov 12 in area bounded by:				
(a)	18-00N 071-07.5E	(b)	18-30N 071-07.5E	
(c)	18-30N 071-37.5E	(d)	18-00N 071-37.5E	
2. Vessels prohibited from entering or remaining within this area and temporarily restricted from transiting through the area.				
3. Cancel this MSG 061900 UTC Nov 12.				
<b>529.</b> Some Electronic Chart Display and Information Systems (ECDIS) may exhibit OPERATING anomalies. The International Maritime Organization's (IMO) circular sn.1/circ.312 pages /imodocs.aspx (registration required) lists identified anomalies, their characteristics and remedial advice. Mariners are reminded that they should access the International Hydrographic Organization (IHO) data presentation and performance check (DPPC) dataset (news links of <a href="http://www.iho.int/srv1">http://www.iho.int/srv1</a> ) and ensure that all installed ECDIS units are checked.				
<b>530. Cancel NAVAREA VIII 518/12. India East Coast – Gopalpur.</b> Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 UTC to 1800 UTC daily from 07 Nov to 10 Nov and 21 Nov to 24 Nov 12 in area bounded by:				
(a)	19-14.60N	084-53.70E	(b)	19-37.05N 085-27.87E
(c)	18-46.05N	085-22.87E		
and arc of 41 NM radius joining point (b) and (c).				
2. Safe flying height 7000 metres.				
3. Cancel this MSG 241900 UTC Nov 12.				
<b>531. India East Coast – Ramayapatnam.</b> Charts 31 32 33 355 356 INT 706. Survey vessel Geo Hind Sagar will carry out 3D seismic survey till 31 May 13 in area bounded by:				
<b>Block-I</b>				
(a)	14-49.25N	080-06.33E	(b)	15-04.00N 080-04.00E
(c)	15-18.00N	080-07.00E	(d)	15-10.71N 080-21.37E
(e)	14-53.80N	080-10.80E	(f)	14-46.61N 080-10.80E
<b>Block-II</b>				
(a1)	15-40.00N	080-17.00E	(b1)	15-28.00N 080-13.76E
(c)	15-18.00N	080-07.00E	(d)	15-10.71N 080-21.37E
(e1)	15-25.65N	080-30.70E		
2. Caution advised and wide berth of 04 NM either side 3.9 NM ahead 07 NM astern Requested.				
3. Cancel this MSG 010001 UTC Jun 13.				
<b>532. Bay of Bengal – Southern Portion.</b> Charts 31 32 33 INT 71 INT 706. 103 metres long merchant vessel Saigon Queen (IMO No 9364083) reported sunk in vicinity 07-59.9N 084-11.8E at 300459 UTC Oct 12. 04 crew reported missing.				
2. Vessel transiting through the area to keep sharp look out and render assistance.				

6.1

**SECTION – VI**  
**CORRECTIONS TO SAILING DIRECTIONS (PILOTS)**

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

NIL



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

**INP 31(1), 2005**

*(Last correction: Edition No. 16 dated 16 Sep 2011)*

**NIL**

**INP 31(2), 2007**

*(Last correction: Edition No. 20 dated 16 Oct 12)*

**NIL**

**INP 31(5), 2011**

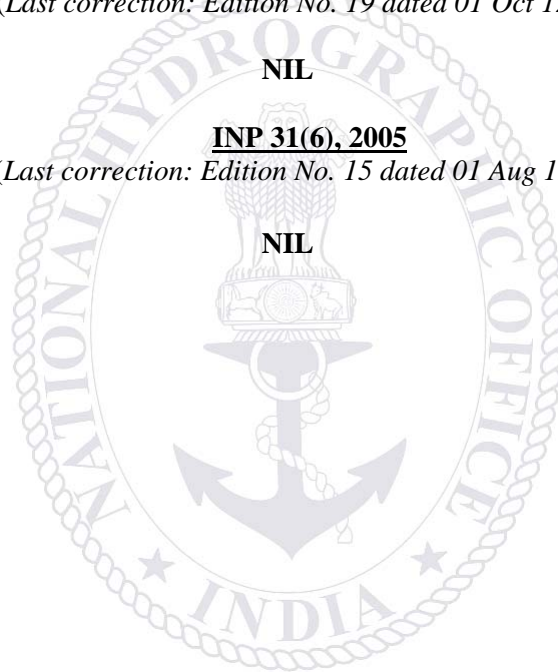
*(Last correction: Edition No. 19 dated 01 Oct 12)*

**NIL**

**INP 31(6), 2005**

*(Last correction: Edition No. 15 dated 01 Aug 12)*

**NIL**





## **SECTION – IX**

### **REPORTING OF NAVIGATIONAL DANGERS**

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

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

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

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

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

#### **Position Reporting**

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

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

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

#### **Depth Reporting**

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

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

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



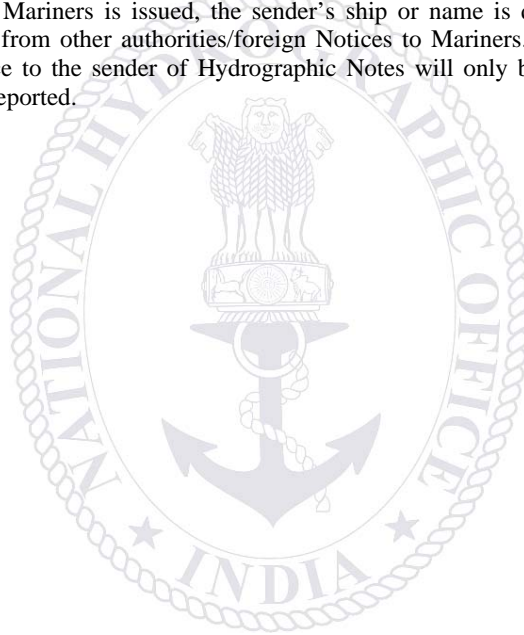
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

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

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

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

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



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

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

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

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



**FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR**

**Email: [indsar@vsnl.net](mailto:indsar@vsnl.net)**

**NATION WIDE SAR TELE: 1554 (LAND LINE)**

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

**AFTN: VABBYXYC**