



INDIAN NOTICES TO MARINERS



EDITION NO. 06 DATED 16 MAR 2013

(CONTAINS NOTICES 075 TO 082)

REACH US 24 x 7



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

FEEDBACK: msis-incho-navy@nic.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

Observing changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Government of India at the above mentioned address/fax number/ E mail address immediately on discovering new or suspected dangers to navigation, changes/defects pertaining to navigational aids, and 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 overloading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

IV

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

(a) That no liability whatsoever can be accepted for failure to publish details of any particular law or regulation

and

(b) That publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

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

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

Use of Global Positioning System (WGS 84) positions.

(a) The positions of hydrographic objects shown on most of the Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).

(b) Wherever these differences have been ascertained, their average values are published as a Cautionary Note on the chart concerned, as shifts in Latitude and Longitude. Whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.

(c) These datum shift values are not uniform, particularly in areas off Andaman and Nicobar and Lakshadweep Islands, as these places are not linked to mainland network (Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of dangers.

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2510	15-02-2013	BEIRA PORT <u>Limits</u> 19° 52'.70S; 34° 48'.00E. 19° 47'.50S; 34° 52'.00E.	15,000	1	Rs. 1870.00
		PUNGOE WHARF <u>Limits</u> 19° 50'.20S; 34° 48'.10E. 19° 47'.60S; 34° 50'.20E.	7,500		
2511	15-02-2013	APPROACHES TO BEIRA PORT <u>Limits</u> 19° 54'.50S; 34° 48'.40E. 19° 49'.30S; 34° 55'.70E.	20,000	1	Rs. 1870.00

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


<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>Remarks</i>
2019	15-09-2004	APPROACHES TO MAGDALLA	The limit of Chart 2019 is covered in Chart 2101
		MAGDALLA PORT	

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2016 (INT 7336)	INNER APPROACHES TO MUMBAI	60,000	New Edition
	BEYPORE ANCHORAGE	25,000	New Chart
2045 (INT 7360)	PORT OF KOCHI	7,500	New Edition
2004 (INT 7359)	KOCHI HARBOUR	25,000	New Edition
2029 (INT 7358)	APPROACHES TO KOCHI	60,000	New Edition
252 (INT 7325)	OKHA TO VERAVAL	300,000	New Edition

Availability of ENC's.

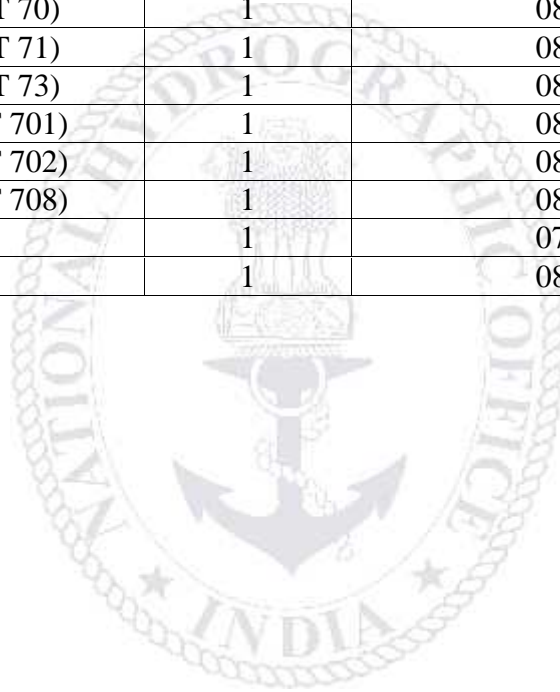
The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the world wide network of their agents and distributors. Updates are also made available as per the existing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

<p>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</p>	<p>JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: enc@jeppesen.com, info@c-map.co.no Website: www.jeppesen.com</p>
<p>M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:-data@ecc.no Website: - www.primar.org</p>	

SECTION – I

The list of charts affected by the Notices 075 to 082 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
200	2	079
250	2	079
356 (INT 7400)	5	078
357 (INT 7397)	5	078
391	5	078
433	7	081
434	7	081
2034 (INT 7349)	2	076
2049	2	079
2075 (INT 7366)	4	077
4017	6	075
7070 (INT 70)	1	082
7071 (INT 71)	1	082
7073 (INT 73)	1	082
7701 (INT 701)	1	080
7702 (INT 702)	1	080
7708 (INT 708)	1	082
8006	1	075
8007	1	080



SECTION – II

PERMANENT NOTICES

***075/(06/13) Miscellaneous updates to charts.**

Source: NHO Dehradun.		
Chart	Previous Updates	Details
8006	063/13	Insert Chart No. 2510 and Magenta limit as follows: North: 19° 52'·70S., East: 34° 48'·00E South: 19° 47'·50S., West: 34° 52'·00E
		Insert Chart No. 2511 and Magenta limit as follows: North: 19° 54'·50S., East: 34° 48'·40E South: 19° 49'·30S., West: 34° 55'·70E
4017	---/--	Notices to Mariners Edition No.- 24/2012 dated 16 Dec 2012 Page V “NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION” For – REVELLO AND BERESFORD CHANNELS Read – REVELLO AND BERESFORD CHANNELS; EXPEDITION AND GRAND HARBOURS.

***076/(06/13) INDIA – WEST COAST – Hazira Port – Buoys.**

Source: Adani Hazira Port Pvt Ltd.

Chart 2034 (INT 7349) [previous update NE 31 Jan 13]

Insert		21° 05'·28N., 72° 37'·20E.
		21° 05'·43N., 72° 37'·26E.
		21° 05'·21N., 72° 37'·35E.
		21° 05'·28N., 72° 37'·51E.

Former INM 250(P)/12 is cancelled.

***077/(06/13) INDIA – WEST COAST – Tuticorin Harbour – Buoy.**

Source: IH - 102, VOC Port Trust Tuticorin.

Chart 2075 (INT 7366) [previous update 269/10]

Insert		08° 43'·52N., 78° 15'·06E.
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Chart 2075 (INT 7366) (Plan) [previous update 269/10]

Insert		08° 43'·52N., 78° 15'·06E.
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***078/(06/13) INDIA – EAST COAST – Chennai to Ramayapatnam – Depth.**

Source: NHO.

Chart 356 (INT 7400) [previous update 280/12]

Insert	depth, 14 ₄ m at:	13° 02'·73N., 80° 21'·69E.
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Chart 357 (INT 7397) [previous update 277/12]

Insert	depth, 14 ₄ m at:	13° 02'·73N., 80° 21'·69E.
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Chart 391 [previous update 280/12]

Insert	depth, 14 ₄ m at:	13° 02'·73N., 80° 21'·69E.
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079/(06/13) PAKISTAN – Approaches to Karachi – Maritime limit. Spoil ground.

Source: BA Notice 1308/13.

Chart 250 [previous update 049/13]

Insert Maritime limit, pecked line, joining at: 24° 31′·00N., 67° 02′·50E.
 24° 31′·00N., 67° 03′·00E.
 24° 30′·00N., 67° 03′·50E.
 24° 30′·00N., 67° 02′·50E

Chart 200 [previous update 049/13]

Insert Maritime limit, pecked line, joining at: (a) 24° 31′·00N., 67° 02′·50E.
 (b) 24° 31′·00N., 67° 03′·00E.
 (c) 24° 30′·00N., 67° 03′·50E.
 (d) 24° 30′·00N., 67° 02′·50E

legend, “*Spoil Ground*”, within: (a) - (d) above
 Delete maritime limit, pecked line, joining: (a) 24° 29′·0N., 67° 05′·0E.
 (b) 24° 30′·0N., 67° 05′·0E.
 (c) 24° 30′·0N., 67° 06′·0E.
 (d) 24° 29′·0N., 67° 06′·0E.

legend, “*Spoil Ground*”, within: (a) - (d) above

Chart 2049 [previous update 049/13]

Insert Maritime limit, pecked line, joining at: (a) 24° 31′·00N., 67° 02′·49E.
 (b) 24° 31′·00N., 67° 03′·00E.
 (c) 24° 30′·00N., 67° 03′·50E. (S Border)
 (d) 24° 30′·00N., 67° 02′·50E (S Border)
 legend, “*Spoil Ground*”, within: (a) - (d) above

080/(06/13) AFRICA – EAST COAST – Northern Entrance to Mocambique Channel – Rock.

Source: BA Notice 1020/13.

Chart 7701 (INT 701) [previous update 113/12]

Delete  ED, at: 12° 13′·00S., 44° 46′·00E.

Chart 7702 (INT 702) [previous update 223/12]

Delete  ED, at: 12° 13′·00S., 44° 46′·00E.

Chart 8007 [previous update 217/02]

Delete  ED, at: 12° 02′·00S., 44° 23′·00E.

081/(06/13) THAILAND – WEST COAST – Phuket Island to Kantang – Light.

Source: BA Notice 1064/13.

Chart 433 [previous update 068/13] WGS84 DATUM

Amend characteristics of light to, F19s13m8M 07° 16′·30N., 99° 28′·40E.

Chart 434 [previous update 090/12] WGS84 DATUM

Amend characteristics of light to, F19s13m8M 07° 16′·30N., 99° 28′·40E.

082/(06/13) INDIAN OCEAN – Southern Part – Muirfield Seamount – Depth.

Source: BA Notice 1330/13.

Chart 7708 (INT 708) [*previous update 044/12*]Substitute depth *16m* for depth *18m* 13° 11′·00S., 96° 10′·00E.**Chart 7070 (INT 70)** [*previous update 113/12*]Substitute depth *16m* for depth *18m* 13° 11′·00S., 96° 10′·00E.**Chart 7071 (INT 71)** [*previous update 033/13*]Substitute depth *16m* for depth *18m* 13° 11′·00S., 96° 10′·00E.**Chart 7073 (INT 73)** [*previous update 033/13*]Substitute depth *16m* for depth *18m* 13° 11′·00S., 96° 10′·00E.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

NIL



SECTION – IV **MARINE INFORMATION**

1. NAVTEX TRANSMISSION

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

(Source – DG Shipping)

2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS

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

(Source - NAVAREA VIII Warning 100/12)

3. DISPLAY ANOMALIES IN ECDIS

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

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

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

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

3. SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME

The Director General Shipping has established Safety fairways, recommended routes and traffic separation scheme (TSS) in restricted Indian waters including the offshore development area to enhance safety of navigation. The details of coordinates for the above have been published in the fortnightly Indian Notices to Mariners Edition No 14 of 2008 (16th July 2008).

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

4.2

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

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

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



Distribution of Indian Paper Charts and Nautical Publications

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

<p>JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in</p>	<p>JEPPESEN MARINE Jeppesen Norway AS P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: info@c-map.no Site: www.c-map.no</p>	<p>C-Map US Commercial 133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America Ph: +1 (508) 477 8010 Fax: +1 (508) 539 4381 Email: info@c-map.com</p>
<p>C-Map (UK) Ltd. Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: info@c-map.co.uk</p>	<p>Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, 08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com</p>	<p>Bogerd Martin NV, Oude Leeuwenrui 37 2000 Antwerp, Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: sales@martin.be Site: www.martin.be</p>
<p>Bogerd Martin Tianjin(China Branch) 2-B101 FTZ Hi-Tech Development Centre 131 Haibin 9 Road 300461 Tianjin China Ph: +86 22 257 62 721 Fax: +86 22 257 62 722 Email: charts-tj@martincn.com</p>	<p>C-Map Holland Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie cor@chartworx.nl</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 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publicatons 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammappeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: raj_chakravorty@yahoo.com, info@c-map.co.in Website: www.c-map.co.in
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in, charts@ mtnl.net.in	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com, pramod@inspireship.com
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: sankar_roy342@yahoo.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: 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 15 Mar 13.

2012 SERIES – 465 519 531 537 596 657 661 662

2013 SERIES – 003 007 008 012 026 035 036 046 055 070 090 091 094 100 106 110 111 115
121 129 134 135 137 142 144 146 147 148 149 150 151 152 153 154 155 156

3. NAVAREA VIII Warnings issued during the period from 01 Mar to 15 Mar 13 (both dates inclusive) are as tabulated below: –

<p>121. India West Coast – off Quilon. Charts 22 32 221 259 260 INT 71 INT 703. Following area is designated as naval exercise area: AREA-Z5 (a) 09-05.0N 075-50.0E (b) 08-50.0N 075-59.0E (c) 08-39.0N 075-31.8E (d) 08-58.0N 075-31.0E 2. Caution advised.</p>																																																
<p>122. India East Coast – Vishakhapatnam. 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 1600 UTC on 06 Mar 13. 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 061700 UTC Mar 13.</p>																																																
<p>123. Cancel NAVAREA VIII 107/13. India East Coast – Bay of Bengal. Charts 31 32 33 354 308 3002 INT 706. Experimental flight trial scheduled between 0530 UTC to 1030 UTC from 06 Mar to 07 Mar 13. Danger zone bounded by: (a) 17-48.44N 083-53.57E (b) 17-31.73N 083-23.32E (c) 15-06.30N 084-51.16E (d) 15-23.29N 085-20.80E 2. Caution advised. 3. Cancel this MSG 071130 UTC Mar 13.</p>																																																
<p>124. NAVAREA VIII – Messages in force as on 011002 UTC Mar 13. 2012 SERIES – 465 519 531 537 596 657 661 662 2013 SERIES – 003 007 008 012 026 035 036 046 055 057 070 086 087 090 091 094 100 106 110 111 113 115 116 117 120 121 122 123 (a) NAVAREA VIII warnings less than 42 days old (055/13 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 081001 UTC Mar 13.</p>																																																
<p>125. India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list correct at 011130 UTC Mar 13:</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>ABAN ICE</td><td>18-19.46N</td><td>071-46.50E</td></tr> <tr><td>ABAN III</td><td>19-28.97N</td><td>071-19.63E</td></tr> <tr><td>ABAN IV</td><td>19-40.40N</td><td>071-19.38E</td></tr> <tr><td>ABAN VII</td><td>20-21.16N</td><td>071-48.46E</td></tr> <tr><td>BADRINATH</td><td>18-56.09N</td><td>071-09.23E</td></tr> <tr><td>CE THORNTON</td><td>19-34.68N</td><td>071-20.08E</td></tr> <tr><td>DEEP SEA FORTUNE</td><td>19-42.00N</td><td>071-03.05E</td></tr> <tr><td>DEEP SEA FOSSIL</td><td>19-38.35N</td><td>070-56.70E</td></tr> <tr><td>DISCOVERY-1</td><td>18-38.20N</td><td>071-00.92E</td></tr> <tr><td>ENERGY DRILLER</td><td>18-24.53N</td><td>071-33.42E</td></tr> <tr><td>FG MC CLINTOK</td><td>19-38.00N</td><td>071-21.73E</td></tr> <tr><td>GREATDRILL CHETNA</td><td>20-37.75N</td><td>072-04.06E</td></tr> <tr><td>GREATDRILL CHITRA</td><td>18-54.79N</td><td>071-49.56E</td></tr> <tr><td>JT ANGEL</td><td>18-33.75N</td><td>072-17.61E</td></tr> <tr><td>KEDARNATH</td><td>19-37.11N</td><td>071-36.81E</td></tr> <tr><td>NOBLE CHARLIE YESTER</td><td>21-03.68N</td><td>072-25.30E</td></tr> </tbody> </table>	ABAN ICE	18-19.46N	071-46.50E	ABAN III	19-28.97N	071-19.63E	ABAN IV	19-40.40N	071-19.38E	ABAN VII	20-21.16N	071-48.46E	BADRINATH	18-56.09N	071-09.23E	CE THORNTON	19-34.68N	071-20.08E	DEEP SEA FORTUNE	19-42.00N	071-03.05E	DEEP SEA FOSSIL	19-38.35N	070-56.70E	DISCOVERY-1	18-38.20N	071-00.92E	ENERGY DRILLER	18-24.53N	071-33.42E	FG MC CLINTOK	19-38.00N	071-21.73E	GREATDRILL CHETNA	20-37.75N	072-04.06E	GREATDRILL CHITRA	18-54.79N	071-49.56E	JT ANGEL	18-33.75N	072-17.61E	KEDARNATH	19-37.11N	071-36.81E	NOBLE CHARLIE YESTER	21-03.68N	072-25.30E
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125. Continued.				
NOBLE ED HOLT	19-35.35N		071-23.25E	
NOBLE KENNETH DELANEY	18-31.88N		072-16.73E	
RON TAPPMEYER	20-43.00N		072-19.06E	
SAGAR GAURAV	19-16.81N		072-11.73E	
SAGAR KIRAN	20-58.00N		071-33.00E	
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	19-00.47N		072-09.07E	
TRIDENT – 12	22-40.96N		068-30.25E	
VIRTUE 1	18-57.11N		072-10.80E	
DEEP DRILLER-1	21-03.80N		072-31.60E	
GREATDRILL CHAAYA	18-43.63N		072-13.66E	
DYNAMIC VISION	18-39.22N		070-58.85E	
wide berth requested.				
2.	Cancel NAVAREA VIII 116/13.			
126. India East Coast – Bay of Bengal.	Charts 31 32 33 355 INT 71 INT 706. Firing by Naval ships from 120630 UTC Mar to 141230 UTC Mar 13 in area bounded by:			
AREA – I				
(a) 14-00N	081-55E	(b) 15-05N	082-33E	
(c) 13-40N	085-11E	(d) 12-46N	084-46E	
AREA – II				
(a) 16-00.0N 086-37.0E	(b) 14-58.0N 085-42.5E			
(c) 17-00.0N 083-26.0E	(d) 18-00.0N 084-20.0E			
2.	Safe flying height 22000 Metres.			
3.	Cancel this MSG 141330 UTC Mar 13.			
127. India East Coast – Bay of Bengal.	Charts 31 355 INT 71 INT 706. Firing by Naval ships from 1030 UTC to 1829 UTC on 10 Mar 13 in area bounded by:			
(a) 15-08N	082-34E	(b) 14-37N	083-30E	
(c) 15-48N	084-12E	(d) 16-20N	083-16E	
2.	Safe flying height 22000 Metres.			
3.	Cancel this MSG 101929 UTC Mar 13.			
128. Cancel NAVAREA VIII 127/13. India East Coast – Bay of Bengal.	Charts 31 355 INT 71 INT 706. Firing by Naval ships from 092130 UTC to 100430 UTC Mar 13 in area bounded by:			
(a) 15-08N	082-34E	(b) 14-37N	083-30E	
(c) 15-48N	084-12E	(d) 16-20N	083-16E	
2.	Safe flying height 22000 Metres.			
3.	Cancel this MSG 100530 UTC Mar 13.			
129. Bay of Bengal – Northern Part.	Charts 31 360 361 INT 706. Firing by Bangladesh Navy ships between 0030 UTC and 1730 UTC daily till 31 Mar 13 in following areas:			
AREA – A				
(a) 21-20.8N	090-34.0E	(b) 21-41.0N	091-14.0E	
(c) 21-20.8N	091-28.0E	(d) 21-00.0N	090-47.8E	
AREA – B				
(a) 20-46.0N	090-00.0E	(b) 20-58.0N	090-17.0E	
(c) 20-40.0N	090-38.0E	(d) 20-28.0N	090-22.0E	
AREA – D				
(a) 20-07.0N	090-52.0E	(b) 20-22.0N	091-06.0E	
(c) 20-00.0N	091-36.0E	(d) 19-44.0N	091-21.0E	
AREA – D-1				
(a) 20-22.0N	091-06.0E	(b) 20-46.5N	091-31.0E	
(c) 20-24.0N	091-59.0E	(d) 20-00.0N	091-36.0E	
AREA – E				
(a) 21-18.0N	089-31.0E	(b) 21-18.0N	089-50.0E	
(c) 21-04.0N	089-54.0E	(d) 21-04.0N	089-34.0E	
AREA – F				
(a) 20-58.0N	089-34.0E	(b) 20-58.0N	089-54.0E	
(c) 20-34.0N	089-54.0E	(d) 20-34.0N	089-34.0E	
2.	Safe flying heights for area-B, area-D area-E is 12000 Metre, area-A, area-D-1 and area-F is 3000 metres.			
3.	Cancel this MSG 311830 UTC Mar 13.			

130. Cancel NAVAREA VIII 123/13 and this MSG.				
131. India West Coast – off Mormugao. Chart 22 214 215 257 293 INT 71 INT 705. Firing practice by Naval ships from 111230 UTC Mar to 131829 UTC Mar in area bounded by:				
(a)	15-35N	073-10E	(b)	15-35N 071-20E
(c)	13-50N	071-20E	(d)	13-50N 073-10E
2. Safe flying height 22000 Metres.				
3. Cancel this MSG 131929 UTC Mar 13.				
132. India West Coast – off Mormugao. Chart 22 293 INT 71 INT 705. Firing practice by Naval ships from 0030 UTC to 1030 UTC on 13 Mar 13 in area bounded by:				
(a)	15-10N	071-29E	(b)	15-10N 072-00E
(c)	14-35N	072-00E	(d)	14-35N 071-29E
2. Safe flying height 8000 Metres.				
3. Cancel this MSG 131130 UTC Mar 13.				
133. India East Coast – Bay of Bengal. Charts 31 351 352 354 355 3017 INT 71 INT 73 INT 706. Experimental flight trial scheduled from ITR launch complex between 0430 UTC to 0930 UTC from 12 Mar to 14 Mar 13. Danger zone bounded by:				
(a)	21-16.06N	086-47.75E	(b)	20-41.85N 087-08.60E
(c)	20-08.06N	086-40.08E	(d)	18-43.66N 084-33.11E
(e)	18-11.36N	085-05.15E	(f)	20-13.38N 087-50.43E
(g)	20-55.93N	088-02.63E	(h)	21-23.20N 087-50.41E
(j)	21-28.73N	086-59.08E		
2. Caution advised.				
3. Cancel this MSG 141030 UTC Mar 13.				
134. India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706. Firing by army between:				
	Date	Time(UTC)		
	11 Mar to 14 Mar 13	0930 to 1800		
	17 Mar to 20 Mar 13	2330 to 1800		
	24 Mar to 27 Mar 13	2330 to 1800		
2. Danger 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).				
3. Safe flying height 7000 Metres.				
4. Cancel this MSG 271900 UTC Mar 13.				
135. India West Coast – Arabian Sea. Charts 21 203 204 205 252 292 2017 2040 2080 INT 705. Hydrographic survey will be carried out in following areas:				
<u>Porbandar Port and anchorages (from 14 Mar to 31 Mar 13)</u>				
(a)	21-33.5N	069-29.5E	(b)	21-33.5N 069-40.0E
(c)	21-41.5N	069-40.0E	(d)	21-41.5N 069-29.5E
<u>Navlakhi Port and approaches (from 01 Apr to 05 May 13)</u>				
(a)	22-50.3N	070-13.5E	(b)	22-50.3N 070-28.1E
(c)	22-59.1N	070-28.1E	(d)	22-59.1N 070-13.5E
2. Wide berth requested.				
3. Cancel this MSG 060001 UTC May 13.				
136. India East Coast – Bay of Bengal. Chart 31 32 33 INT 71 INT 706. Firing practice by Naval ships from 130630 UTC Mar to 141230 UTC Mar 13 in area bounded by:				
(a)	17-05N	084-44E	(b)	16-50N 084-44E
(c)	15-30N	086-00E	(d)	13-20N 088-20E
(e)	15-47N	089-10E		
2. Safe flying height 22000 Metres.				
3. Cancel this MSG 141330 UTC Mar 13.				
137. Andaman Sea – Gulf of Martaban. Charts 41 INT 71 INT 73 INT 706. Vessel MV Genesis will carry out geophysical site investigation from 13 Mar to 05 Apr 13 in following areas:				
<u>AREA – A</u>				
(a1)	14-11.48N	096-03.63E	(b1)	14-12.12N 096-05.75E
(c1)	14-10.10N	096-06.45E	(d1)	14-09.42N 096-04.35E
<u>AREA – B</u>				
(a2)	14-09.87N	096-03.78E	(b2)	14-10.57N 096-05.87E
(c2)	14-08.50N	096-06.57E	(d2)	14-07.82N 096-04.47E
<u>AREA – C</u>				
(a3)	14-31.97N	095-58.80E	(b3)	14-32.67N 096-00.92E

137. Continued.	(c3) 14-30.60N	096-01.62E	(d3) 14-29.92N	095-59.52E
AREA – D	(a4) 14-02.73N	095-38.77E	(b4) 14-03.92N	095-40.63E
	(c4) 14-02.10N	095-41.83E	(d4) 14-00.92N	095-39.98E
AREA – E	(a5) 14-19.25N	095-48.37E	(b5) 14-20.43N	095-50.23E
	(c5) 14-18.62N	095-51.43E	(d5) 14-17.43N	095-49.57E
AREA – F	(a6) 14-12.12N	095-35.40E	(b6) 14-13.30N	095-37.30E
	(c6) 14-11.48N	095-38.55E	(d6) 14-10.30N	095-36.68E
AREA – G	(a7) 14-15.62N	095-31.87E	(b7) 14-16.80N	095-33.73E
	(c7) 14-14.98N	095-34.95E	(d7) 14-13.78N	095-33.08E
2.	Wide berth of 03 NM around the area requested.			
3.	Cancel this MSG 060001 UTC Apr 13.			
138. NAVAREA VIII – Messages in force as on 081003 UTC Mar 13.	2012 SERIES – 465 519 531 537 596 657 661 662			
	2013 SERIES – 003 007 008 012 026 035 036 046 055 057 070 087 090 091 094 100 106			
	110 111 113 115 117 121 125 126 128 129 131 132 133 134 135 136 137			
(a)	NAVAREA VIII warnings less than 42 days old (070/13 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 151001 UTC Mar 13.			
139. Cancel NAVAREA VIII 128/13. India East Coast – Bay of Bengal.	Charts 31 355 INT 71 INT 706. Firing by Naval ships from 1030 UTC to 1829 UTC on 10 Mar 13 in area bounded by:			
(a)	15-57N	082-37E	(b) 16-50N	083-12E
(c)	16-11N	084-05E	(d) 15-25N	083-33E
2.	Safe flying height 22000 Metres.			
3.	Cancel this MSG 101929 UTC Mar 13.			
140. India East Coast – off Vishakhapatnam.	Charts 31 INT 71 INT 706. Firing by Naval ships from 130430 UTC Mar to 141230 UTC Mar 13 in area bounded by:			
(a)	16-55.0N	084-54.0E	(b) 16-33.3N	084-50.0E
(c)	13-22.0N	088-00.0E	(d) 14-28.0N	089-02.0E
(d)	16-21.0N	087-00.0E		
2.	Safe flying height 22000 Metres.			
3.	Cancel this MSG 141330 UTC Mar 13.			
141. Andaman Sea – off Port Blair.	Charts 41 404 405 473 4006 4016 INT 706. Firing practice by Naval ships from 120230 UTC Mar to 120830 Mar 13 and 140230 UTC Mar to 140830 UTC Mar 13 in area bounded by:			
(a)	11-24N	092-49E	(b) 11-24N	093-18E
(c)	11-39N	093-18E	(d) 11-39N	092-49E
2.	Safe flying height 7000 Metres.			
3.	Cancel this MSG 140930 UTC Mar 13.			
142. India East Coast – off Paradip.	Charts 31 INT 71 INT 73 INT 706. Survey vessel Viking II will carry out 3D seismic survey operations till 09 Apr 13 in area bounded by:			
(a)	20-06.72N	088-09.29E	(b) 20-11.14N	088-24.06E
(c)	20-14.87N	088-45.15E	(d) 19-50.60N	088-45.15E
(e)	19-46.28N	088-30.62E	(f) 20-08.06N	088-29.72E
(g)	20-02.17N	088-09.99E		
2.	Wide berth of 06 NM around the vessel requested.			
3.	Cancel this MSG 100001 UTC Apr 13.			
143. Cancel NAVAREA VIII 113/13 and this MSG.				
144. India East Coast – Bay of Bengal.	Chart 31 32 354 355 INT 71 INT 706. Firing practice by Naval ships from 170430 UTC Mar to 201230 UTC Mar 13 in area bounded by:			
(a)	17-45N	083-39E	(b) 16-43N	082-50E
(c)	14-38N	085-07E	(d) 15-40N	086-00E
2.	Safe flying height 22000 Metres.			
3.	Cancel this MSG 201330 UTC Mar 13.			
145. Cancel NAVAREA VIII 133/13 and this MSG.				

146. India West Coast – off Veraval. Chart 22 253 292 INT 71 INT 705. Firing practice by Naval ships from 0230 UTC to 0700 UTC on 18 Mar 13 in area bounded by:				
(a)	20-48N	069-05E	(b)	20-48N 069-35E
(c)	20-18N	069-05E	(d)	20-18N 069-35E
2.	Safe flying height 8000 Metres.			
3.	Cancel this MSG 180800 UTC Mar 13.			
147. India West Coast – Karwar. CHARTS 22 293 2008 2010 INT 705. Fourth set of channel marking buoys (G7 and R8) reported unlit.				
2.	Caution advised.			
148. India East Coast – Bay of Bengal. Charts 31 INT 71 INT 706. Srilankan fishing boat Amila Marine (Regn no. IMUL-A-0003-GLE) reported adrift in vicinity 14-30N 085-06E with 05 crew on 08 Mar 13.				
2.	Vessel transiting through the area to keep sharp look out and render assistance.			
149. India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 131001 UTC Mar 13:				
	ABAN ICE	18-19.46N		071-46.50E
	ABAN III	20-20.16N		072-01.35E
	ABAN IV	19-40.40N		071-19.38E
	ABAN VII	20-21.16N		071-48.46E
	BADRINATH	18-56.09N		071-09.23E
	CE THROTON	19-34.68N		071-20.08E
	DEEP SEA FORTUNE	19-42.00N		071-03.05E
	DEEP SEA FOSSIL	19-38.35N		070-56.70E
	DISCOVERY-1	18-38.20N		071-00.92E
	ENERGY DRILLER	18-24.53N		071-33.42E
	FG MC CLINTOK	19-38.00N		071-21.73E
	GREATDRILL CHETNA	20-37.75N		072-04.06E
	GREATDRILL CHITRA	18-54.79N		071-49.56E
	JT ANGEL	18-33.75N		072-17.61E
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	NOBLE CHARLIE YESTER	21-03.68N		072-25.30E
	NOBLE ED HOLT	19-35.35N		071-23.25E
	NOBLE KENNETH DELANEY	18-31.88N		072-16.73E
	RON TAPMEYER	20-43.00N		072-19.06E
	SAGAR GAURAV	19-16.81N		072-11.73E
	SAGAR KIRAN	20-58.00N		071-33.00E
	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	22-43.17N		068-27.92E
	TRIDENT – 2	19-00.47N		072-09.07E
	TRIDENT – 12	22-40.96N		068-30.25E
	VIRTUE 1	18-57.11N		072-10.80E
	DEEP DRILLER-1	21-03.80N		072-31.60E
	GREATDRILL CHAAYA	18-43.63N		072-13.66E
	DYNAMIC VISION	18-39.22N		070-58.85E
	wide berth requested.			
2.	Cancel NAVAREA VIII 125/13.			
150. India West Coast – off Mumbai. Charts 21 22 255 292 293 INT 706. Cable ship Niwa will carry out submarine cable repair till 15 Mar 13 in area bounded by:				
(a)	18-56.25N	071-36.32E	(b)	18-56.25N 071-36.90E
(c)	18-56.26N	071-36.90E	(d)	18-56.26N 071-36.32E
2.	Wide berth requested.			
3.	Cancel this MSG 160001 UTC Mar 13			
151. India East Coast – Bay of Bengal. Charts 31 32 354 INT 71 INT 706. Experimental flight trial scheduled between 0530 UTC to 0930 UTC daily from 18 Mar to 22 Mar 13. Danger zone bounded by:				
(a)	17-48.44N	083-53.57E	(b)	17-31.73N 083-23.32E
(c)	15-06.31N	084-51.16E	(d)	15-23.29N 085-20.80E
2.	Caution advised.			
3.	Cancel this MSG 221030 UTC Mar 13.			

152. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 141001 UTC Mar 13:		
ABAN II	16-44.21N	082-23.66E
ACTINIA	16-13.41N	082-10.80E
DEEP SEA MATDRILL	16-16.38N	081-43.84E
DSR DHIRUBHAI DEEPWATER KG-1	14-39.58N	082-00.53E
DSR DHIRUBHAI DEEPWATER KG-2	12-09.39N	080-19.09E
GSF-140	16-31.68N	082-28.43E
MG HULME JR	16-35.96N	082-25.30E
NOBLE DUCHESS	16-16.45N	082-11.86E
PLATINUM EXPLORER	16-19.06N	082-21.00E
PERRO NEGRO 3	11-30.12N	079-56.06E
D S SAGAR VIJAY	16-14.80N	082-10.98E
SAGAR RATNA	16-13.95N	081-45.88E
wide berth requested.		
2. Cancel NAVAREA VIII 117/13.		
153. India West Coast – Trivandrum. Charts 22 32 222 260 INT 706. RH 200 Rocket launch from Thumba Equatorial Rocket Launching Station 08-31.98N 076-52.05E between 0530 UTC to 0730 UTC on 21 Mar 13.		
2. Danger zones:		
(a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree.		
(b) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree		
3. Cancel this MSG 210830 UTC Mar 13.		
154. Cancel NAVAREA VIII 087/13 and this MSG.		
155 India East Coast – Chennai. Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice by Naval Coast Battery from 0530 UTC to 0730 UTC on 22 Mar 13.		
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 220830 UTC Mar 13.		
156 NAVAREA VIII – Messages in force as on 151003 UTC Mar 13:		
2012 Series – 465 519 531 537 596 657 661 662		
2013 Series – 003 007 008 012 026 035 036 046 055 070 090 091 094 100 106 110 111 115 121 129 134 135 137 142 144 146 147 148 149 150 151 152 153 154 155		
(a) NAVAREA VIII warnings less than 42 days old (090/13 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 221001 UTC Mar 13.		

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

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

West Coast of India Pilot (INP-1)

Chapter -8 (Page – 244)

(Source: INS Nirdeshak ROS B (P)-158)

Delete article 8.55 and replace by,

Chart 2019, 2101
MagdallaPort
8.55a

1. General Information. Position: Magdalla port is located on the E side of Gulf of Khambhat, on the southern bank of river Tapi, about 9 miles upstream. The port is well connected with Ushan city GIDC and Pandesara Industrial Estates which are about 7.5 miles (12 Km) away. The port is also well connected with Surat by state highway No. 66 via rail and roadways.

2. Position. Magdalla port is located in position 21° 08' N, 72° 44' E.

3. Arrival/departure Information: Vessels are to send ETA, 7,5,3,2 & 1 day prior to arrival. All vessels are to give their ETA/ETD and position at the time of arrival / departure.

4. Vessel Traffic Management System: To control / manage the vessel traffic movement in the navigational channel and deep-water anchorage GMB has introduced VTMS services manned by private operators. VTMS maintains VHF channel 16 and 09 round the clock. Vessels are to report twice to VTMS at the time of entering the port, once at the time of crossing the Fairway buoy No. 1 and once at the time of berthing. The same procedure is to be followed at the time of departure.

5. Port operations. The terminal operates 24hrs a day and always manned by a Master Mariner (Port Captain).

6. Port authority: The port is under the authority of Gujarat Maritime Board, Magdalla Group of Ports, Makaanpur, Nanpura, Surat, 395 001.

7. Approach. Approach to the port is through a catamaran-buoyed channel maintained by the GMB and can be accessed only during high water.

8. Important River Notice: All vessels plying within the port limits of Magdalla Port are to inform the Port Officer, Operations manager / VTMS who in turn will inform the Port Officer regarding:

Shifting or dragging of buoys or damage to nav aids / buoys.

Non-functional of buoy lights.

Observance of wrecks in the river.

Accidents in the river.

Other details pertaining to safe navigation.

9. Outer anchorage. The deep-water anchorage is about 10 nautical miles SW from the Magdalla Port as marked on Indian Charts No. 2019 and 2101. An anchorage area for general lighterage is bounded by following points:

20°59'N 072°34'.5E
20°59'N 072°36'.5E
21°02'N 072°34'.5E
21°02'N 072°36'.5E

10. Pilotage: Pilotage is not compulsory. Pilot boarding positions at Magdalla Port is as follows:-

SI No	Pilot boarding Position	Remarks
01	20° 54' N, 72° 35' E	Hazira LNG Terminal
02	21° 00'.05N, 72° 35'.5E	Vessels bound inside Tapi river

11. Berths: There are four jetties at Magdalla port under GMB. Jetty No. I is 210.8m long and 21m wide and is mainly used for handling rock phosphate and coal. Jetty No. II is 143.5m long and 11m wide. This jetty is mainly used by M/s Narmada Cement Co. Ltd, for handling of cement. Facilities like bulk cement unloader and conveyor belt are available for unloading cargo. A 36m long and 5.5m wide jetty at Dumas and a 38.7m long and 13.4m wide jetty at Surat are also available.

There are four main captive jetties (operated by private operators). These are: (i) M/s Essar steel Ltd., (ii) M/s Reliance India Ltd. (iii) M/s Larsen & Tubro owns 02 jetties, one jetty (main) is of 72m long and 16m wide, the other (Ro-Ro jetty) is 90m long and 10m wide. (iv) M/s G.A.C.L. owns a jetty of length 44m and 6m wide.

12. Tugs. Tugs are not available but private tugs are available at Magdalla from Essar and Reliance terminal.

13. Weather. Sea State depends on the period of the year and may be characterised as follows:-

Period	Season	Characteristics
Mid Jun-Sept	SW monsoon	Winds mod-strong SW, occasional cyclones
Oct-Nov	Interim period	Winds lighter, occasional cyclones
Dec-Feb	Hot season	Winds light NE, effectively no cyclones
March-Mid June	NE monsoon	Winds mod-strong SW, May/June frequent mostly distant cyclones
Winds	20-25 Knots maximum	
Swell	2m max at anchorage during SW monsoon 0.5m max in Channel and Berth	
VTS updates the latest weather on Channel 09.		

14. Pollution Control. All private terminals and jetties in the port having their own policies regarding pollution control.

15. Supplies. If required fuel and fresh water can be arranged by private suppliers.

16. Port services: Private shipyards are available for repairs of small crafts, barges, mini bulk carriers, etc. There is one GB Tug (twin screw) with a capacity of 470 Bhp and one Work Barge (dumb) is available with the port. No immigration facilities are available locally.

17. Communication.
Port Radio: VTS Khambhat: Ch 09, 16 (24 hrs.)
Nearest Railhead: Surat (30 KM)
Nearest Airport: Surat (30 KM)

18. Port Authority
The Port Officer
Gujrat Maritime Board
Magdalla Group of Ports
Makaipul, Nanpura,
Surat – 395 001
Tel: + 91 261 2470533/2463781
Fax: + 91 261 2475645
Email: pomagdalla@gmail.com

Chart 2108

Essar Bulk Terminal Ltd. (EBTL), Hazira
8.55b

1. General Information. Essar Bulk Terminal Ltd. (EBTL), Hazira is situated in the Tapi River Estuary. The Terminal is 128 miles North of Mumbai and 16 miles from Surat city. It is the largest steel plant of Essar group in west coast. Terminal is under Magdalla group of ports of Gujarat Maritime Board (GMB). The terminal provides facilities for bulk and break bulk cargo with its storage and distribution facilities.

2. Position. Essar Bulk Terminal Ltd. (EBTL), Hazira is located in position 21°05'N, 072° 39'E.

3. Approach Channel. From a position 21°01'.15N, 72°39'.25E (fairway buoy) the channel leads in northwards direction for the terminal through a dredged channel named as "Essar Channel". The channel is marked with eight pairs of buoys and three turning circle buoys.

4. Port Limits. The terminal is located within Magdalla Port Limits.

5. Port operations. The terminal operates 24hrs a day.

6. Limiting Conditions. The terminal is capable of handling vessels of maximum LOA-275m, beam-42m, and draught-12m.

7. Berths. A 550m long Deep water berth capable of handling one bulk vessel and two general cargo vessels. In continuation with deep water berths, the terminal is also operating barge jetties of Essar steel.

8. Weather. For weather see Magdalla port.

9. Pilotage. Pilot boards at position 21° 00'N, 72° 38'E.

10. Tugs. Three tugs are available for berthing and unberthing of any vessels. Ships to provide towing rope & lines for tugs. Two tugs are equipped with firefighting devices.

11. Cranes. The terminal is equipped with three Gantry ship un-loaders connected through the conveyor belts to discharge cargo in different stockyards of hook capacity of 65 MT with outreach of 34m. In addition to two mobile harbour cranes with the capacity of 80MT and 140MT respectively. Terminal has number of yard equipment including pay loaders for handling bulk cargo and forklifts ranging from 10 MT to 32 MT.

12. Rescue and Distress. Incidents to be reported through VHF CH-71 or by Telephone - +91 9879102701. Terminal is equipped to fight oil pollution with tier-1 facilities.

13. Pollution Control. All discharges including dump galley refuse, garbage and rubbish are prohibited.

14. Supplies. Fuel, fresh water, stores and provisions can be arranged via agents.

15. Other Services. Shore leave not permitted in the port. Radio telegrams/Telephony, police, ambulance and firefighting facility is available. Medical and Garbage removal facility can be arranged through agents.

16. Communication.
Port Radio: Ch 71 (24 hrs.)
Nearest Railhead: Surat (30 KM)
Nearest Airport: Surat (30 KM)

17. Port Authority
Port Officer
Gujrat Maritime Board
Magdalla Group of Ports
Tel: + 91 261 2470533/2463781
Fax: + 91 261 2475645
Email: pomagdalla@gmail.com

Terminal
Essar Bulk Terminal Ltd.
27 Km, Surat Hazira Road
Hazira – 394 270
Tel: + 91 261 6682271/46
Fax: + 91 261 6682292
Email: operations-ebt@essar.com

Chart 2109
Tapi River (M/s. Reliance Industries Ltd., Hazira)
8.55c

1. General Information. M/s. Reliance Industries Ltd., Hazira has constructed their captive jetties in the Tapi River Channel. The captive jetties are used for importing of chemicals and gases like E.D.C., Butene, Propylene, Octane, Benzene and exporting of Ethylene, Benzene and Mix C-4.

2. Position. M/s. Reliance Industries Ltd., Hazira is located in position 21°09'.50N, 072° 40'.50E.

3. Approach Channel. Approach to captive jetties/SPM is through a catamaran-buoyed channel through Magdalla channel. While approaching towards captive jetties/SPM, all mariners should keep safe distance and navigate their vessels with due caution as to avoid any mishaps or accident/ collision as the RIL jetty/SPM handles very dangerous / hazardous cargo.

4. Port operations. The terminal operates 24hrs a day and always manned by a Radio Officer.

5. Berths. Three jetties (GJ1, GJ2 and EDC) are available for handling the ships and tugs.

6. Weather. For weather see Magdalla port.

7. Pilotage. Pilotage is compulsory. Pilot boards at position 21° 05'.96N, 72° 34'.25E.

8. Tugs. Six tugs are available for berthing and unberthing of any vessels. Ships to provide towing rope & lines for tugs. Three tugs are equipped with fire fighting devices.

9. Cranes. No Cranes are available on the jetties.

10. Rescue and Distress. Incidents to be reported through VHF CH-71 with name of the ship and nature of calamity emergency. The terminal is equipped with tier-1 facilities to fight petrochemical pollution.

11. Pollution Control. All discharges including dump galley refuse, garbage and rubbish are prohibited.

12. Supplies. Fuel, fresh water, stores and provisions made available to the vessels on request.

13. Other Services. Shore leave not permitted in the port. Radio telegrams/Telephony, police, ambulance and fire fighting facility is available. The terminal has a small health centre and garbage disposal facility can be provided on prior intimation.

14. Communication.
Port Radio: Ch 67 (24 hrs.)
Nearest Railhead: Surat (23 KM)
Nearest Airport: Surat (23 KM)

15. Port Authority
Reliance Industries Limited
Digvijaygram Post CAB
1st floor, East wing A block,
Dist.- Jamnagar
Gujrat – 361 120
Tel: + 91 288 4021835/02

Terminal
RELIANCE INDUSTRIES LTD.,
Reliance Shipping Facilities,
27 Km, Surat Hazira Road
Hazira – 394 270
Tel: + 91 288 4021835
Email: chiranjiv.kumar@ril.com

Indian Notices to Mariners, Special Edition-2012
Special Notice No. 9 (Page-114)
(Source: IHQMOD, Navy)

Insert new para after para 7,

7a. **Off Quilon.**

Area Z5

- a) 09°05'.00N, 75°50'.00E
- b) 08°50'.00N, 75°59'.00E
- c) 08°39'.00N, 75°31'.83E
- d) 08°58'.00N, 75°31'.00E

SECTION – VII

CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6454	Green Point	30 14.93S 30 46.62E	Fl(2)W 15s	85	30	White round metal tower, red band, red dome 21	fl 0.2, Vis 213° - 022° (169°).
-	-	..	F R	75	15	..	R268°-298° (30°) over Aliwal shoal. Beacon white Daymark 11m mast, 1.8M NNE. Beacon red O daymark 11m mast, 2.5M SSW
-	*	.. *	Racon	ILRS Vol 2 Station 73930
-	*	.. *	Racon	ILRS Vol 2 Station 73940
D6550.3	PORTO DE BEIRA - South-eastward. SBM	19 56.60S 35 16.00E	Fl(2)W 5s	..	8		*
D6976.5	- Mole C. NW Corner	18 09.05S 49 25.67E	Lit	*	*	*	*
D6977	- Mole B. South-westward	18 09.30S 49 25.47E	Lit	*	*	*	*
D6979	- Mole A. NW Corner	18 09.38S 49 25.39E	Lit	*	*	*	*
D6980.4	- Mole A. South-westward	18 09.49S 49 25.37E	F R	5	..	White beacon	*
D7274	-- Pass du Sud. LdgLts 337.3°. Front	11 58.83N 43 17.74E	Q W 1s	30	5	Black and white chequered tower on mosque 8	*
D7274.1	---- Rear. 700m from front	11 59.19N 43 17.59E	Q W 1s	..	5	White tower, black bands 7	*
F0962.4	- Kakinada	16 58.58N 82 17.03E	Fl Y	*	*	*	*
F1184	KoNok (Kantang)	7 16.26N 99 28.46E	FIW 9s	13	8	White metal framework tower 8	fl 0.22
F1356.05	-	3 49.34N 98 45.32E	Fl Y 5s	6	4	Yellow x on yellow beacon	fl 0.5 TE 2013

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

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

NIL

INP 31(2), 2007

(Last correction: Edition No. 01 dated 01 Jan 13)

PAGE 18, SOUTH AFRICA,
 Insert before Durban Harbour Approach Lt Buoy,

ScottburghBn, (3 & 10 cm) 360°12 n miles	30°17'·20S 30°45'·36E	73930	G
---	-----------------------	-------	---

WidenhamBn, (3 & 10 cm) 360°12 n miles	30°13'·29S 30°47'·59E	73940	K
---	-----------------------	-------	---

(ALRS Vol 2, 2013/14) (06/13)

PAGE 39(f), SINGAPORE
 Delete entry Sebarok Lt
 (BA 12/13) (06/13)

PAGE 39(f), Insert after UNITED ARAB EMIRATES,

YEMEN (473) (475)					
Balfe Point Lt	12°39'.37N 43°23'.24E			Real	
Elephant's Back Lt	12°45'.86N 44°59'.28E			Real	
Hanish al Kubra Lt	13°39'.96N 42°40'.62E			Real	
Mayyun Island Lt	12°39'.28N 43°25'.88E			Real	
Ra's Marshaq Lt	12°45'.80N 45°03'.24E			Real	

(BA 12/13)

(06/13)

INP 31(5), 2011

(Last correction: Edition No. 19 dated 01 Oct12)

NIL

INP 31(6), 2012

(Last correction: Edition No. 05 dated 01 Mar 13)

NIL

SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

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

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

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

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

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

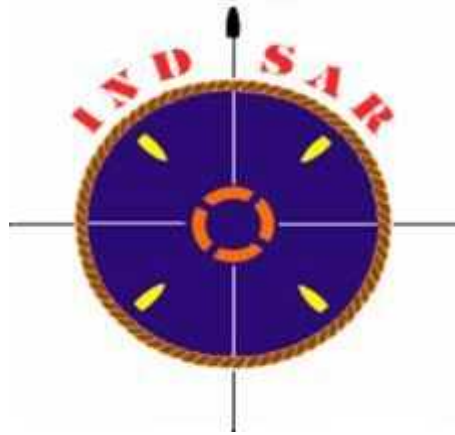


HYDROGRAPHIC NOTE		IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes Observed (Tick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

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

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

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



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC