



# INDIAN NOTICES TO MARINERS



EDITION NO. 17 DATED 01 SEP 2014

(CONTAINS NOTICES 152 TO 158)

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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

### WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

**All mariners are cautioned against the use of counterfeit copies of IN Charts and publications.**

**Counterfeit products are not issued by official agencies and may have errors resulting in potential risks. The same are not approved by inspecting agencies and do not satisfy the carriage requirements of SOLAS chapter V.**

**Mariners are strongly advised not to use or encourage the use of counterfeit chart and publications.**

### III

## **EXPLANATORY NOTES**

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

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

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
255 (INT 7334)	APPROACHES TO MUMBAI	300,000	New Edition
2082	APPROACHES TO DAHEJ	25,000	New Chart
2115	NAVIBANDAR ANCHORAGE	25,000	New Chart
2117	KOTESHWAR JETTY	25,000	New Chart
2516	DAR ES SALAAM HARBOUR	7,500	New Chart
2518	MANDA BAY	25,000	New Chart
2519	KIWAIYU BAY	25,000	New Chart
3029	APPROACHES TO TRIUKKADAIYUR PORT	25,000	New Chart
	TRIUKKADAIYUR PORT	5,000	

### Availability of ENC's.

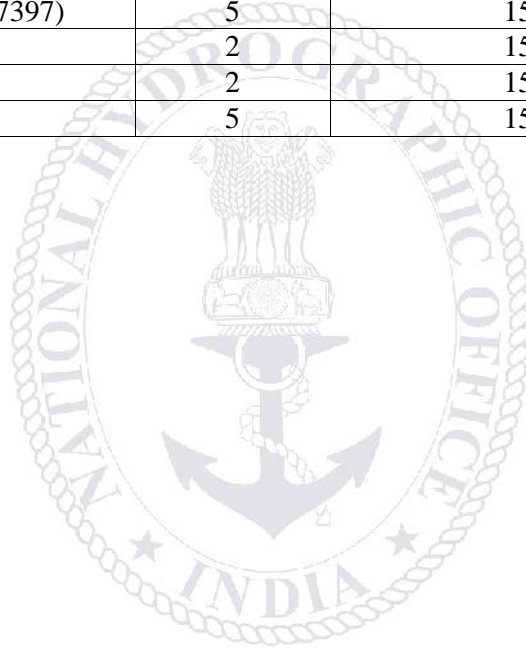
The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the world wide network of their agents and distributors. Updates are also made available as per the existing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

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: <a href="mailto:helpdesk@ukho.gov.uk">helpdesk@ukho.gov.uk</a> Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>	JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: <a href="mailto:enc@jeppesen.com">enc@jeppesen.com</a> , <a href="mailto:info@c-map.co.no">info@c-map.co.no</a> Website: <a href="http://www.jeppesen.com">www.jeppesen.com</a>
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:- <a href="mailto:data@ecc.no">data@ecc.no</a> Website: - <a href="http://www.primar.org">www.primar.org</a>	

**SECTION – I**

The list of charts affected by the Notices 152 to 158 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
20	1	157, 158
32 (INT 754)	5	155
203 (INT 7319)	2	152
208	2	153
254 (INT 7331)	2	153
288	1	157, 158
289	1	157
321	7	156
322	7	156
352 (INT 7416)	5	154
353 (INT 7413)	5	154
357 (INT 7397)	5	155
2039	2	153
2068	2	152
3003	5	155



**SECTION – II**  
**PERMANENT NOTICES**

**\*152/(17/14) INDIA – West Coast – Gulf of Kachchh – Deepwater – Route – Bouy.**

Source: NHO Dehradun.

**Chart 203 (INT 7319)** [previous update 146/14]

Insert  22° 45'·80N., 69° 20'·83E.

**Chart 2068** [previous update 087/14]

Insert  22° 45'·80N., 69° 20'·83E.

**\*153/(17/14) INDIA – WEST COAST – Gulf of Khambhat – Northern Portion– Foul.**

Source: VTS Khambhat.

**Chart 208** [previous update 139/14]

Insert # 21° 40'·20N., 72° 25'·05E.

**Chart 254 (INT 7331)** [previous update 139/14]

Insert # 21° 40'·20N., 72° 25'·05E.

**Chart 2039** [previous update 139/14]

Insert # 21° 40'·19N., 72° 25'·07E.

**\*154/(17/14) INDIA – EAST COAST – Kalingapatnam to Gopalpur – Legend – Submarine Exercise Area.**

Source: IHQ MoD (N)/ DNO

**Chart 352 (INT 7416)** [previous update 148/14]

Insert legend, “Submarine Exercise Area (see Note), centered on: 19° 14'·00N., 85° 33'·00E.  
accompanying note, “Submarine Exercise Area”, centered on: 20° 35'·00N., 85° 30'·00E.

**Chart 353 (INT 7413)** [previous update 060/14]

Insert legend, “Submarine Exercise Area (see Note), centered on: 19° 14'·00N., 85° 33'·00E.  
accompanying note, “Submarine Exercise Area”, centered on: 19° 28'·50N., 84° 10'·00E.

**\*155(17/14) INDIA – EAST COAST – Pondicherry Anchorage – Wreck.**

Source: IH – 102 HQCG Puducherry.

**Chart 32 (INT 754)** [previous update 109/14]

Insert  PA 11° 55'·95N., 79° 56'·92E.

**Chart 357 (INT 7397)** [previous update 109/14]

Insert  PA 11° 55'·95N., 79° 56'·92E.

**Chart 3003** [previous update 193/13]

Insert  PA 11° 55'·95N., 79° 56'·92E.

**156/(17/14) BAY OF BENGAL – Coast of Burma – Mayu River to Kyaukpyu – Legend.**

Source: BA Notice 3330/14.

**Chart 321** [previous update 131/14] Everest Datum

Insert legend, *Buoyed channel*, orientated NW/SE, centered on: 19° 29'·20N., 93° 22'·70E.

**Chart 322** [previous update 131/14] Unknown Datum

Insert legend, *Buoyed channel*, orientated NW/SE, centered on: 19° 29'·20N., 93° 22'·70E.

**157/(17/14) UNITED ARAB EMIRATES – Strait of Hormuz to Qatar – Automatic Identification System.**

Source: BA Notice 3716/14.

**Chart 20** [previous update 151/14] Everest Datum

Insert Automatic Identification System, AIS, at light: 24° 22′.40N., 52° 00′.90E.

**Chart 288** [previous update 133/14] Unknown Datum

Insert Automatic Identification System, AIS, at light: 24° 22′.40N., 52° 00′.90E.

**Chart 289** [previous update 151/14] Unknown Datum

Insert Automatic Identification System, AIS, at light: 24° 22′.40N., 52° 00′.90E.

**158/(17/14) SAUDI ARABIA – Qatar to Shatt Al Arab – Restricted Area.**

Source: BA Notice 3757/14.

**Chart 20** [previous update 157/14] Everest Datum

Insert limit of restricted area, TTTTTT, joining: 27° 36′.40N., 49° 59′.80E.

27° 42′.30N., 49° 57′.90E.

27° 48′.80N., 49° 59′.70E.

27° 48′.90N., 50° 04′.00E.

27° 42′.40N., 50° 05′.80E.

27° 36′.40N., 50° 04′.10E.

**Chart 288** [previous update 157/14] Unknown Datum

Insert limit of restricted area, TTTTTT, joining: 27° 36′.40N., 49° 59′.80E.

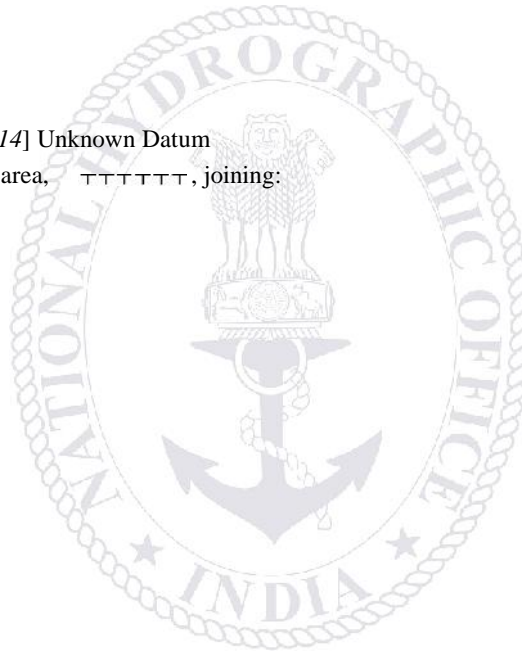
27° 42′.30N., 49° 57′.90E.

27° 48′.80N., 49° 59′.70E.

27° 48′.90N., 50° 04′.00E.

27° 42′.40N., 50° 05′.80E.

27° 36′.40N., 50° 04′.10E.





**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 icgmrcc\_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](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.

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

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

### 4. **SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME**

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

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

## 4.2

Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

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

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

## 5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

The GAGAN System is now commissioned for safety of life, civil aviation, and en- route operations in addition to all other non-aviation applications. The GAGAN signal is being broadcasted through GSAT-8 and GSAT-10 with PRN127 & 128 respectively.

All the GPS users are requested to enable SBAS functionality in their receivers, configure it to receive PRN-127& 128 and avail the benefits of GAGAN in terms of increased accuracy and reliability. There may be occasional signal outages due to system up-gradation activities.

## 6. **USAGE OF THURAYA/ IRRIDUM AND SATELLITE PHONE**

The use of Thuraya, Iridium and other such satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act. It is intimated to all shipping companies/ shipping agents that use of Thuraya/ Iridium and other such satellite phones are banned in Indian waters and seafarers should not use the same.

Satellite phones can be used only after no objections certificate issued by department of telecommunication (DOT) on a case to case basis. The shipping agents should mandatorily intimate the details of person carrying Thuraya and the particulars of Thuarya, Iridium and other such sets in pre arrival notification on security (PANS).

The unauthorized holders of Thuraya/ Iridium and other such Satellite phones can be prosecuted under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act.

### **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>JEPPESSEN 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>		

**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: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a>	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : <a href="mailto:sbh@vsnl.com">sbh@vsnl.com</a>
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: <a href="mailto:sales@bogerdmartin.com">sales@bogerdmartin.com</a> , <a href="mailto:sarmarin@vsnl.com">sarmarin@vsnl.com</a>	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: <a href="mailto:ewsbom@bom3.vsnl.net.in">ewsbom@bom3.vsnl.net.in</a>
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: <a href="mailto:ccmarine@bom5.vsnl.net.in">ccmarine@bom5.vsnl.net.in</a>	M/s Maritime Charts & Publicatons 2/524 Sundeep Road, Chinna Neelengarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: <a href="mailto:ewl-india@ewliner.com">ewl-india@ewliner.com</a>
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 : <a href="mailto:mahalakshmitravel@hotmai.com">mahalakshmitravel@hotmai.com</a>	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: <a href="mailto:raj_chakravorty@yahoo.com">raj_chakravorty@yahoo.com</a> <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> Website: <a href="http://www.c-map.co.in">www.c-map.co.in</a>
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 : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a>	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : <a href="mailto:info@inspireship.com">info@inspireship.com</a> <a href="mailto:pramod@inspireship.com">pramod@inspireship.com</a>
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: <a href="mailto:liftmarine77@yahoo.co.in">liftmarine77@yahoo.co.in</a> <a href="mailto:liftmarine77@gmail.com">liftmarine77@gmail.com</a>	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: <a href="mailto:ashiskantha@gmiindia.in">ashiskantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a>
Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: <a href="mailto:elemulti.services69@yahoo.com">elemulti.services69@yahoo.com</a>	L.R Marnie services 321, 3 <sup>rd</sup> floor, birya house, 265, perin nariman street, Fort, Mumbai – 400 001 Tel: + 91 9773779348/ 9821460258 Email: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a> <a href="mailto:lrmarine@live.com">lrmarine@live.com</a>

**SECTION – V**  
**NAVAREA – VIII WARNINGS IN FORCE**

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 13 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings in force as on 31 Aug 14:

**2013 SERIES** – 035 160 197 228 428 473 493 506 547 662 672

**2014 SERIES** – 111 119 129 154 192 194 211 221 224 225 233 241 242 284 308 310 311 336 337  
384 398 405 406 407 411 415 438 439 440 447 448 449 450 456 461 463 464 465 466 467 469  
470 472 474

3. NAVAREA VIII Warnings issued during the period from 16 Aug to 31 Aug 14 (both dates inclusive) are as tabulated below: –

<p><b>444. India East Coast – Gopalpur.</b> Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 to 1730 UTC from 24 to 27 Aug 14 in area bounded by:</p> <p>(A) 19-14.60N 084-53.70E (B) 19-07.39N 085-35.94E (C) 18-33.61N 084-53.74E and arc of 41 NM radius joining point (B) and (C).</p> <p>2. Safe flying height 6100 metres.</p> <p>3. Cancel this MSG 271830 UTC Aug 14.</p>
<p><b>445. Indian Ocean – Gulf of Mannar.</b> Charts 32 224 263 INT 71 INT 706. Firing practice by Coast Guard aircraft from 0230 to 1130 UTC from 22 to 31 Aug 14. Danger area bounded by:</p> <p>(A) 08-25N 078-40E (B) 08-25N 078-55E (C) 07-55N 078-30E (D) 07-55N 078-45E</p> <p>2. Safe flying height 2000 metres.</p> <p>3. Cancel this MSG 311230 UTC Aug 14.</p>
<p><b>446. India West Coast – Trivandrum.</b> Charts 22 32 222 260 INT 706. RH-200 rocket launch from Thumba (08-31.98N 076-52.05E) between 0530 to 0730 UTC on 27 Aug 14.</p> <p>2. Danger zones:</p> <p>(a) Sector of radius 05 NM from launcher between azimuth 190 and 300 degree. (b) Sector of radii 45 NM and 75 NM from launcher between azimuth 220 and 260 degree.</p> <p>3. Cancel this MSG 270830 UTC Aug 14.</p>
<p><b>447. India East Coast – Andaman Sea.</b> Charts 41 INT 71 INT 73 INT 706. Exploration drilling campaign in progress by semi-submersible drilling unit Naga-1(call sign-3EBF9) till 08 Nov 14 in following positions:</p> <p>(A) 13-15.71N 096-33.63E (B) 13-25.93N 096-34.55E</p> <p>2. Wide berth of 2.5 NM around the area requested.</p> <p>3. Cancel this MSG 090001 UTC Nov 14.</p>
<p><b>448. India West Coast – Gulf of Khambhat.</b> Charts 208 254 292 INT 71 INT 705. D/V Jiyang reported loss of anchor with 08 shackles in position 21-40.23N 072- 25.04E.</p> <p>2. Caution advised.</p>
<p><b>449. Bay of Bengal – Palk Bay.</b> Charts 32 358 INT 71 INT 706. Seismic survey in progress by survey vessels Brahmaputra Dolphin, Kohinoor-I, and Sunrise-II till 04 Sep 14 in area bounded by:</p> <p>(A) 09-23.48N 078-56.50E (B) 09-23.50N 079-00.00E (C) 09-22.00N 079-00.00E (D) 09-22.00N 079-04.50E (E) 09-20.00N 079-04.50E (F) 09-20.00N 079-08.00E (G) 09-18.44N 079-08.00E (H) 09-17.05N 079-07.00E (J) 09-17.58N 079-02.25E (K) 09-18.02N 079-02.25E (L) 09-18.00N 078-59.00E (M) 09-20.75N 078-59.00E (N) 09-22.87N 078-56.50E</p> <p>2. Vessels will be towing 08 sea bottom seismic cables of up to 10000 metres length with separation of 450 metres with direction 220 degree. All cables marked with buoys.</p> <p>3. Wide berth of 02 NM around vessels requested.</p> <p>4. Cancel this MSG 050001 UTC Sep 14.</p>

<p><b>450. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 191001 UTC Aug 14:</p> <table> <tr><td>ABAN II</td><td>15-01.03N</td><td>080-10.12E</td></tr> <tr><td>ACTINIA</td><td>16-19.34N</td><td>082-14.82E</td></tr> <tr><td>DEEP SEA MATDRILL</td><td>16-13.32N</td><td>081-42.18E</td></tr> <tr><td>DSR DHIRUBHAI DEEPWATER KG-2</td><td>16-30.00N</td><td>082-33.30E</td></tr> <tr><td>PLATINUM EXPLORER</td><td>19-38.50N</td><td>088-10.50E</td></tr> <tr><td>GSF-140</td><td>16-35.07N</td><td>082-27.83E</td></tr> <tr><td>HERCULES TRIUMPH</td><td>16-28.46N</td><td>082-12.60E</td></tr> <tr><td>HERCULES 208</td><td>16-23.93N</td><td>082-07.94E</td></tr> <tr><td>NOBLE DUCHESS</td><td>16-15.20N</td><td>082-10.50E</td></tr> <tr><td>SAGAR VIJAY</td><td>16-33.72N</td><td>082-28.36E</td></tr> <tr><td>GSF EXPLORER</td><td>19-37.55N</td><td>086-25.27E</td></tr> <tr><td>SAGAR BHUSHAN</td><td>16-33.29N</td><td>082-23.76E</td></tr> <tr><td>SAGAR RATNA</td><td>16-22.04N</td><td>081-59.25E</td></tr> </table> <p>wide berth requested.</p> <p>2. Cancel NAVAREA VIII 442/14.</p>	ABAN II	15-01.03N	080-10.12E	ACTINIA	16-19.34N	082-14.82E	DEEP SEA MATDRILL	16-13.32N	081-42.18E	DSR DHIRUBHAI DEEPWATER KG-2	16-30.00N	082-33.30E	PLATINUM EXPLORER	19-38.50N	088-10.50E	GSF-140	16-35.07N	082-27.83E	HERCULES TRIUMPH	16-28.46N	082-12.60E	HERCULES 208	16-23.93N	082-07.94E	NOBLE DUCHESS	16-15.20N	082-10.50E	SAGAR VIJAY	16-33.72N	082-28.36E	GSF EXPLORER	19-37.55N	086-25.27E	SAGAR BHUSHAN	16-33.29N	082-23.76E	SAGAR RATNA	16-22.04N	081-59.25E
ABAN II	15-01.03N	080-10.12E																																					
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SAGAR RATNA	16-22.04N	081-59.25E																																					
<p><b>451. Cancel NAVAREA VIII 343/13 and this MSG. INM 146/14 refers.</b></p>																																							
<p><b>452. Indian Ocean – Eastern Part.</b> Charts INT 71 INT 73 INT 707. Yellow colour mooring buoy Triton reported adrift 132-0.3 Kt in vicinity 02-37.08S 093-07.34E on 18 Aug 14.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 221003 UTC Aug 14.</p>																																							
<p><b>453. Cancel NAVAREA VIII 368/14 and this MSG.</b></p>																																							
<p><b>454. Andaman Sea – Andaman Islands.</b> Charts 41 404 405 473 4006 4016 INT 706. Firing practice by Naval Coast Battery from 0930 to 1230 UTC on 27 Aug 14 in area bounded by</p> <table> <tr><td>(A) 11-39.7N</td><td>092-46.3E</td><td>(B) 11-40.6N</td><td>092-47.0E</td></tr> <tr><td>(C) 11-38.7N</td><td>092-53.1E</td><td>(D) 11-32.9N</td><td>092-48.3E</td></tr> </table> <p>2. Safe flying height 5000 metres.</p> <p>3. Cancel this MSG 271330 UTC Aug 14.</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>455. India East Coast – Chennai.</b> Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice by Naval Coast Battery between 0530 to 0730 UTC on 29 Aug 14.</p> <p>2. Danger zone sector of 11 NM radius between 045 and 075 degree from 13-07.02N 080-18.01E.</p> <p>3. Safe flying height 12800 metres.</p> <p>4. Cancel this MSG 290830 UTC Aug 14.</p>																																							
<p><b>456. Cancel NAVAREA VIII 445/14. Indian Ocean – Gulf of Mannar.</b> Charts 32 224 263 INT 71 INT 706. Firing practice by Coast Guard aircraft from 0230 to 1130 UTC from 25 to 31 Aug 14. Danger area bounded by</p> <table> <tr><td>(A) 08-25N</td><td>078-25E</td><td>(B) 08-40N</td><td>078-45E</td></tr> <tr><td>(C) 08-35N</td><td>078-30E</td><td></td><td></td></tr> </table> <p>2. Safe flying height 2000 metres.</p> <p>3. Cancel this MSG 311230 UTC Aug 14.</p>	(A) 08-25N	078-25E	(B) 08-40N	078-45E	(C) 08-35N	078-30E																																	
(A) 08-25N	078-25E	(B) 08-40N	078-45E																																				
(C) 08-35N	078-30E																																						
<p><b>457. Indian Ocean – Eastern Part.</b> Charts INT 71 INT 73 INT 707. Yellow colour mooring buoy Triton reported adrift in vicinity 02-38.40S 093-17.42E on 21 Aug 14.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 251004 UTC Aug 14.</p>																																							
<p><b>458. NAVAREA VIII – Messages in force as on 221005 UTC Aug 14:</b></p> <p><b>2013 Series</b> – 035 160 197 228 428 473 493 506 547 662 672</p> <p><b>2014 Series</b> – 111 119 129 154 192 194 211 221 224 225 233 241 242 252 284 308 310 311 336 337 384 397 398 405 406 407 410 411 415 421 438 439 440 444 446 447 448 449 450 455 456 457</p> <p>(a) NAVAREA VIII warnings less than 42 days old (384/14 onward) are promulgated via SafetyNET.</p> <p>(b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>.</p> <p>(c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.</p> <p>2. Cancel this MSG 281005 UTC Aug 14.</p>																																							
<p><b>459. Indian Ocean – Northern Part.</b> Charts 23 32 INT 71 INT 707. Man over board reported from MV Argent Iris in position 05-49.1N 078-48.4E since 242015 UTC Aug 14.</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																																							

<b>460. Indian Ocean – Eastern Part.</b> Charts INT 71 INT 73 INT 707. Yellow colour mooring buoy Triton reported adrift 174-0.1 Kt in vicinity 02-41.80S 093-15.95E on 24 Aug 14.				
2. Caution advised.				
3. Cancel this MSG 281002 UTC Aug 14.				
<b>461. India West Coast – Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 251003 UTC Aug 14:				
ABAN III	18-45.65N		072-19.21E	
ABAN IV	19-31.81N		071-25.03E	
ABAN ICE	19-01.92N		071-19.06E	NEW
BADRINATH	21-36.81N		068-35.17E	
CE THORNTON	18-30.06N		072-15.95E	
DISCOVERY-1	18-38.20N		071-00.93E	
DYNAMIC VISION	18-39.23N		070-58.86E	
ENERGY DRILLER	18-53.90N		071-28.70E	
FG MC CLINTOK	18-34.11N		072-13.45E	
GREAT DRILLER CHAAYA	19-57.74N		071-00.13E	
GREATDRILL CHITRA	18-40.10N		072-13.58E	
GREATDRILL CHETNA	20-11.02N		071-17.35E	
HARVEY H WARD	18-35.70N		072-12.81E	
JINDAL STAR	18-36.12N		071-01.59E	
JT ANGEL	23-01.00N		068-39.97E	
KEDARNATH	23-01.68N		068-20.34E	
NOBLE ED HOLT	19-36.62N		071-22.90E	
RON TAPMEYER	19-20.38N		071-25.41E	
SAGAR GAURAV	19-12.67N		070-55.61E	
SAGAR SHAKTI	19-13.89N		072-08.37E	
SAGAR JYOTI	19-25.56N		071-17.81E	
SAGAR KIRAN	19-25.24N		071-16.99E	
SAGAR LAXMI	20-58.00N		071-33.00E	
SAGAR PRAGATI	20-58.00N		071-33.00E	
SAGAR UDAY	19-32.27N		071-24.08E	
SUNDOWNER VII	18-29.06N		072-15.15E	
TRIDENT II	18-29.42N		072-14.73E	
TRIDENT XII	19-07.35N		072-06.45E	
VICTORY DRILLER	19-18.81N		071-25.05E	
VIRTUE-I	19-28.70N		071-46.66E	
wide berth requested.				
2. Cancel NAVAREA VIII 397/14.				
<b>462. India West Coast – Off Umargam.</b> Charts 21 209 210 254 292 INT 705. Firing practice by Coast Guard aircraft from 0130 to 0730 UTC on 29 Aug 14 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 290830 UTC Aug 14.				
<b>463. India East Coast – Bay of Bengal.</b> Charts 32 33 356 INT 71 INT 706. Firing practice between 0230 to 1130 UTC from 01 to 07 Sep and 15 to 21 Sep 14				
2. Danger zone 15 NM radius around 13-50N 081-40E.				
3. Safe flying height 3100 metres.				
4. Cancel this MSG 211230 UTC Sep 14.				
<b>464. India East Coast – Gopalpur.</b> Charts 31 352 353 391 3005 INT 706. Army air defence firing and basic pilotless target aircraft flight will be carried out between 2330 to 1800 UTC from 31 Aug – 06 Sep, 17 – 20 Sep and 24 – 27 Sep 14 in following areas				
<b>Area – I</b>				
(A)	19-14.60N	084-53.70E	(B)	19-07.39N 085-35.94E
(C)	18-33.61N	084-53.74E		
and arc of 41 NM radius joining point (B) and (C). Safe flying height 6100 metres.				
<b>Area – II</b>				
(A)	19-17.67N	084-55.21E	(B)	19-10.75N 084-47.38E
(C)	18-56.03N	084-52.64E	(D)	19-12.33N 085-14.92E
Safe flying height 1600 metres.				
2. Cancel this MSG 271900 UTC Sep 14.				



<p><b>465. India West Coast – Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by Naval Coast Battery</p> <table border="0"> <thead> <tr> <th><u>Date</u></th> <th><u>Time (UTC)</u></th> </tr> </thead> <tbody> <tr> <td>02 Sep 14</td> <td>0900 to 1200</td> </tr> <tr> <td>05 Sep 14</td> <td>0900 to 1200</td> </tr> <tr> <td>09 Sep 14</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>12 Sep 14</td> <td>0900 to 1200</td> </tr> <tr> <td>16 Sep 14</td> <td>0900 to 1200</td> </tr> <tr> <td>19 Sep 14</td> <td>0900 to 1200</td> </tr> <tr> <td>23 Sep 14</td> <td>0900 to 1200</td> </tr> <tr> <td>26 Sep 14</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>30 Sep 14</td> <td>0900 to 1200</td> </tr> </tbody> </table> <p>2. Danger area bounded by  (A) 09-57.5N 075-59.5E (B) 09-57.7N 076-14.2E  (C) 09-44.0N 076-17.5E (D) 09-42.5N 076-09.5E</p> <p>3. Safe flying height 10000 metres.</p> <p>4. Cancel this MSG 301300 UTC Sep 14.</p>	<u>Date</u>	<u>Time (UTC)</u>	02 Sep 14	0900 to 1200	05 Sep 14	0900 to 1200	09 Sep 14	0900 to 1200 and 1230 to 1430	12 Sep 14	0900 to 1200	16 Sep 14	0900 to 1200	19 Sep 14	0900 to 1200	23 Sep 14	0900 to 1200	26 Sep 14	0900 to 1200 and 1230 to 1430	30 Sep 14	0900 to 1200
<u>Date</u>	<u>Time (UTC)</u>																			
02 Sep 14	0900 to 1200																			
05 Sep 14	0900 to 1200																			
09 Sep 14	0900 to 1200 and 1230 to 1430																			
12 Sep 14	0900 to 1200																			
16 Sep 14	0900 to 1200																			
19 Sep 14	0900 to 1200																			
23 Sep 14	0900 to 1200																			
26 Sep 14	0900 to 1200 and 1230 to 1430																			
30 Sep 14	0900 to 1200																			
<p><b>466. Sri Lanka South Coast – off Galle.</b> Charts 23 32 33 225 264 2067 INT 707. Fairway bell buoy (06-0.52N 080-13.25E) reported missing.</p> <p>2. Caution advised.</p>																				
<p><b>467. Cancel NAVAREA VIII 252/14. India West Coast – Gulf of Kachchh.</b> Charts 21 203 2068 INT 705. Following reported in Salaya channel</p> <p>(a) Paga buoy re-established at 22-35.40N 069-14.60E.  (b) Mithapur buoy re-established at 22-25.04N 068-51.95E.  (c) Ranwara buoy drifted from 22-39.20N 069-19.80E.</p>																				
<p><b>468. India West Coast – off Vasai.</b> Charts 21 22 211 255 292 293 INT 705. Black coloured pipeline with orange coloured pipes at either ends (length - approx 10 metres) reported adrift in vicinity 19-23N072-42E.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 301130 UTC Aug 14.</p>																				
<p><b>469. India East Coast – off Maiskhal Island.</b> Charts 31 360 361 INT 71 INT 706. Air to air firing exercise will be carried out by Bangladesh Air Force between 0230 to 1230 UTC daily from 30 Aug to 04 Sep 14 in area bounded by</p> <table border="0"> <tbody> <tr> <td>(A) 21-55.00N</td> <td>091-27.83E</td> <td>(B) 21-55.00N</td> <td>091-47.82E</td> </tr> <tr> <td>(C) 21-30.05N</td> <td>091-27.83E</td> <td>(D) 21-30.05N</td> <td>091-47.82E</td> </tr> </tbody> </table> <p>2. Caution advised.</p> <p>3. Cancel this MSG 041330 UTC Sep 14.</p>	(A) 21-55.00N	091-27.83E	(B) 21-55.00N	091-47.82E	(C) 21-30.05N	091-27.83E	(D) 21-30.05N	091-47.82E												
(A) 21-55.00N	091-27.83E	(B) 21-55.00N	091-47.82E																	
(C) 21-30.05N	091-27.83E	(D) 21-30.05N	091-47.82E																	
<p><b>470. India East Coast – off Chittagong.</b> Charts 31 360 361 3021 INT 71 INT 706. Air defence firing will be carried out between 0130 to 1730 UTC daily from 31 Aug to 04 Sep 14 in area bounded by</p> <table border="0"> <tbody> <tr> <td>(A) 22-23.50N</td> <td>091-45.72E</td> <td>(B) 22-20.75N</td> <td>091-45.72E</td> </tr> <tr> <td>(C) 22-22.17N</td> <td>091-37.68E</td> <td>(D) 22-31.00N</td> <td>091-40.50E</td> </tr> </tbody> </table> <p>2. Range - 6.8 miles towards sea (air space from east to west boundary) and safe flying height 6800 metres.</p> <p>3. Cancel this MSG 041830 UTC Sep 14.</p>	(A) 22-23.50N	091-45.72E	(B) 22-20.75N	091-45.72E	(C) 22-22.17N	091-37.68E	(D) 22-31.00N	091-40.50E												
(A) 22-23.50N	091-45.72E	(B) 22-20.75N	091-45.72E																	
(C) 22-22.17N	091-37.68E	(D) 22-31.00N	091-40.50E																	
<p><b>471. Indian Ocean – Eastern Part.</b> Charts INT 71 INT 73 INT 707. Yellow colour mooring buoy Triton reported adrift 121-0.1 Kt in vicinity 02-49.55S 093-19.40E on 27 Aug 14.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 311003 UTC Aug 14.</p>																				
<p><b>472. Bay of Bengal – Andaman Sea.</b> Charts 41 473 INT 71 INT 73 INT 706. Coast Guard aircraft will carry out splash target firing between 010700 to 011100 UTC Sep 14 and 020430 to 020930 UTC Sep 14 in area bounded by</p> <table border="0"> <tbody> <tr> <td>(A) 12-30N</td> <td>094-00E</td> <td>(B) 12-30N</td> <td>094-30E</td> </tr> <tr> <td>(C) 12-00N</td> <td>094-00E</td> <td>(D) 12-00N</td> <td>094-30E</td> </tr> </tbody> </table> <p>2. Safe flying height 2000 metres.</p> <p>3. Cancel this MSG 021030 UTC Sep 14.</p>	(A) 12-30N	094-00E	(B) 12-30N	094-30E	(C) 12-00N	094-00E	(D) 12-00N	094-30E												
(A) 12-30N	094-00E	(B) 12-30N	094-30E																	
(C) 12-00N	094-00E	(D) 12-00N	094-30E																	
<p><b>473. Cancel NAVAREA VIII 459/14 and this MSG.</b></p>																				
<p><b>474. NAVAREA VIII – Messages in force as on 281006 UTC Aug 14.</b></p> <p><b>2013 Series</b> – 035 160 197 228 428 473 493 506 547 662 672  <b>2014 Series</b> – 111 119 129 154 192 194 211 221 224 225 233 241 242 284 308 310 311 336 337 384 398 405 406 407 411 415 421 438 439 440 447 448 449 450 455 456 461 462 463 464 465 466 467 468 469 470 471 472 473</p> <p>(a) NAVAREA VIII warnings less than 42 days old (384/14 onward) are promulgated via SafetyNET.  (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in.  (c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.</p> <p>2. Cancel this MSG 051005 UTC Sep 14.</p>																				

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

- NIL -



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

**INP 31(1), 2014**

*(Last correction: Edition No. 11 dated 01 Jun 2014)*

**NIL**

**INP 31(2), 2007**

*(Last correction: Edition No. 11 dated 01 Jun 2014)*

**NIL**

**INP 31(5), 2011**

*(Last correction: Edition No. 14 dated 16 Jul 2014)*

**NIL**

**INP 31(6), 2012**

*(Last correction: Edition No. 15 dated 01 Aug 2014)*

**PAGE 102, MALAYSIA, PENINSULAR (West Coast), JOHOR  
PORT, PROCEDURE Section:**

*Delete sub-section (4) and replace by,*

(4) **Pilot boards** in the following positions:

(a) 01° 18'.90N, 104° 07'.10E.

(b) East Pilot Boarding Ground: 01° 19'.35N, 104° 15'.63E.

(c) West Pilot Boarding Ground: 01° 17'.77N, 104° 08'.04E.

*(Source: BA 35/14)*

*(17/14)*

**SECTION – IX**  
**CORRECTIONS TO MISCELLANEOUS NAUTICAL PUBLICATIONS**

**Indian Notices to Mariners, Special Edition-2012**

**Special Notice No. 9 (Page 113)**

**(Source: IHQMoD (Navy))**

*SUBMARINE EXERCISE AREAS, Para 6*

*Delete entry and replace by,*

6. **Off Kakinada.**

**Area Z4**

- a) 17°03'.00 N, 083°01'.50 E
- b) 16°58'.50 N, 083°03'.50 E
- c) 16°49'.00 N, 082°44'.00 E
- d) 16°52'.50 N, 082°43'.50 E

**Area Z7**

- a) 16°58'.83 N, 083°03'.83 E
- b) 16°56'.00 N, 083°04'.83 E
- c) 16°47'.83 N, 082°43'.83 E
- d) 16°49'.00 N, 082°44'.00 E

6a. **Off Gopalpur.**

**Area Z6**

- a) 19°17'.83 N, 085°37'.00 E
- b) 19°21'.00 N, 085°33'.83 E
- c) 19°10'.00 N, 085°25'.00 E
- d) 19°07'.00 N, 085°29'.00 E

**Area Z8**

- a) 19°17'.83 N, 085°37'.00 E
- b) 19°15'.83 N, 085°39'.83 E
- c) 19°05'.00 N, 085°31'.83 E
- d) 19°07'.00 N, 085°29'.00 E

## **SECTION – X** **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>	

*To accompany Indian Notice to Mariners 154/14*

*Chart 352 (INT 7416)*

Submarine Exercise Area

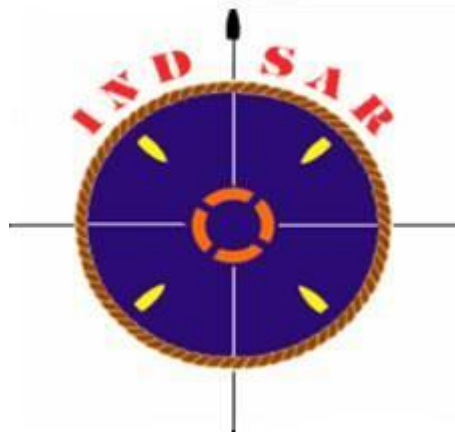
Submarine exercise frequently in the area indicated. A good lookout is to be kept for them when passing through these waters. See Notices to Mariners Special Edition No.11 on information concerning Submarines.

*To accompany Indian Notice to Mariners 154/14*

*Chart 353 (INT 7413)*

Submarine Exercise Area

Submarine exercise frequently in the area indicated. A good lookout is to be kept for them when passing through these waters. See Notices to Mariners Special Edition No.11 on information concerning Submarines.



**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**