



INDIAN NOTICES TO MARINERS



EDITION NO. 10 DATED 16 MAY 2015

(CONTAINS NOTICES 083 TO 087)

REACH US 24 x 7



incho-navy@nic.in
msis-incho-navy@nic.in



+91-135-2748373



National Hydrographic Office
107-A, Rajpur Road
Dehradun – 248001
INDIA



Joint Director of Hydrography
Maritime Safety Information Services
+91- 135 - 2747360-65

WWW
www.hydrobharat.gov.in

CONTENTS

Section No.	Title
I	List of Charts Affected
II	Permanent Notices
III	Temporary and Preliminary Notices
IV	Marine Information
V	NAVAREA VIII Warnings inforce
VI	Corrections to Sailing Directions
VII	Corrections to List of Lights
VIII	Corrections to List of Radio Signals
IX	Reporting of Navigational Dangers

(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



© Govt. of India Copyright

No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.

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. Navigational Charts produced from now on will carry a NHO crest as watermark on the reverse with backslip. Agents stamp is made mandatory on all Charts.

Counterfeit products 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 new Indian Charts that are available for mariners in the market are as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2015 (INT 7337)	30-04-2015	PORT OF MUMBAI Limits 18° 48'.00N; 72° 47'.55E. 18° 58'.78N; 72° 54'.85E.	20,000	3	Rs. 1870.00

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 The Indian Charts permanently withdrawn are as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart/ Edition</i>	<i>Date of Publication</i>
2015	15-10-2009	PORT OF MUMBAI	2015 (INT 7337)	30-04-2015

3. The new Indian Electronic Navigational Chart that is available for mariners in the market is as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN52015B	2015	PORT OF MUMBAI	15-05-2015

4. The Indian Electronic Navigational Charts that are permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN52015M	2015	PORT OF MUMBAI	13-08-2010

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2008	APPROACHES TO KARWAR	25,000	New Chart
2102	BHAVNAGAR PORT	20,000	New Chart
3001 (INT 7402)	APPROACHES TO CHENNAI	50,000	New Edition
4205	REVELLO AND BERESFORD CHANNELS	50,000	New Chart

6. The forthcoming Indian Publication is as follows:-

<i>Title of Publication</i>	<i>Edition</i>
Indian List of Lights – Volume F & K	2015

VI

Availability of ENCs.

The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENCs 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:

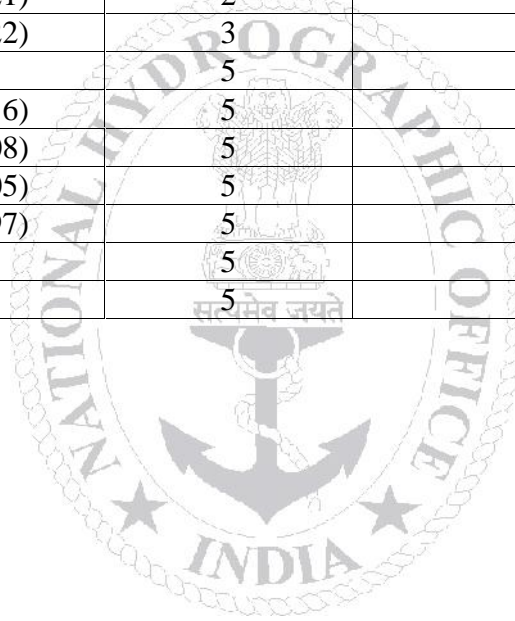
United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Web site: www.ukho.gov.uk	M/s Jeppesen Norway AS Hovalandsveien 52 PO Box 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: enc@jeppesen.com , info@c-map.co.no Website: www.jeppesen.com
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	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad- 500 034 Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com



SECTION – I

The list of charts affected by the Notices 083 to 087 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	085(T)
22 (INT 752)	3	085(T)
31	5	086(T)
32 (INT 754)	5	086(T)
33	5	086(T)
204	2	084
214	3	085(T)
221	3	085(T)
252(INT 7325)	2	084
257 (INT 7343)	3	085(T)
259 (INT 7356)	3	085(T)
272	4	085(T)
273	4	087(T)
292 (INT 7021)	2	085(T)
293 (INT 7022)	3	085(T)
308	5	086(T)
352 (INT 7416)	5	086(T)
354 (INT 7408)	5	086(T)
355 (INT 7405)	5	086(T)
357 (INT 7397)	5	086(T)
391	5	086(T)
3025	5	083



SECTION – II
PERMANENT NOTICES

***083 (10/15) Miscellaneous updates to charts.**

Source: NHO Dehradun.		
Chart	Previous Updates	Details
3025	038/15	Insert legend, “(958.4 x 619.0 mm)”, South of 11° 25′.90N., 79° 58′.00E.

***084/(10/15) INDIA – WEST COAST – Dwarka to Navibandar – Wrecks.**

Source: MRCC Mumbai.

Chart 204 [previous update 069/15]

Insert  21° 40′.00N., 69° 10′.00E.

Chart 252 [previous update 069/15]

Insert  21° 40′.00N., 69° 10′.00E



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***085(T)/(10/15) INDIA – WEST COAST – Arabian Sea – ADCP Moorings.**

Source: NIO Goa.

1. Underwater Acoustic Doppler Current Profiler (ADCP) mooring deployed by National Institute of Oceanography, Goa in following positions:-

ADCP Mooring	Positions		Depth (in metres)	Charts affected
OGD10	15° 09'.90N	72° 44'.71E	175, 380, 885	22(INT752) – 214 – 293(INT7022).
OBS4	13° 52'.63N	73° 24'.58E	165	22(INT752) – 257(INT7343) – 272 – 293(INT7022).
OKD7	09° 03'.06N	75° 26'.16E	180, 330, 885	22(INT752) – 221 – 259(INT7356).
OGS10	15° 14'.02N	72° 58'.70E	160	22(INT752) – 214 – 257(INT7343) – 293(INT7022).
OMD7	20° 00'.78N	69° 14'.44E	180, 350, 856	21 – 292(INT7021).

2. All positions referred to WGS 84 datum.
3. Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.
4. **Former INM 037(T)/15 is cancelled.**

***086(T)/(10/15) INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.**

Source: NIO Goa.

1. Underwater Acoustic Doppler Current Profiler (ADCP) mooring deployed by National Institute of Oceanography, Goa in following positions:-

ADCP Mooring	Positions		Depth (in metres)	Charts affected
*BOPS6	12° 06'.05N	80° 66.25E	177	32 (INT 754) – 33 – 357 (INT 7397).
*BOPD6	12° 00'.32N	80° 12'.30E	180, 680	32 (INT 754) – 33 – 357 (INT 7397).
*BOKS5	16° 15'.11N	82° 07'.07E	199	31 – 32 (INT 754) – 355 (INT 7405) – 391.
*BOKD6	16° 06'.22N	82° 12'.27E	236	31 – 32 (INT 754) – 355(INT 7405) – 391.
*BSVS5	17° 03'.55N	83° 03'.57E	170	31 – 32 (INT 754) – 391 – 354 (INT 7408).
*BOVD5	17° 45'.33N	84° 03'.55E	165, 574, 979	31 – 32 (INT 754) – 308 – 354 (INT 7408) – 391.
*BOVS6	17° 47'.21N	83° 58'.33E	183	31 – 32 (INT 754) – 308 – 354 (INT 7408) – 391.
*BSGS5	18° 35'.40N	84° 52'.40E	168	31.
*BOGS7	19° 25'.08N	85° 42'.14E	175	31 – 352 (INT 7416).
*BOGD7	19° 23'.56N	85° 47'.20E	197, 603, 1030	31 – 352 (INT 7416).
*BNBD7	19° 01'.82N	88° 56'.09E	310, 420, 425	31.

* Indicates new or revised entries.

2. All positions referred to WGS 84 datum.
3. Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.
4. **Former INM 199(T)/14 is cancelled.**

***087(T)/(10/15) INDIAN OCEAN – Kadmat Island to Ihavandiffulu Atoll –Buoy.**

Source: IH 102,INS Sarvekshak.

1. A yellow colour buoy with white flag and structural height of 1.5m sighted at 08° 10'.57N., 72° 49'.68E
2. Mariners are advised to navigate with caution in the area.

Charts affected – 273

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)

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 (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 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.

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 Thuraya, 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.

7. **CAUTIONARY NOTE**

There is a finite amount of lag between publication of large and small scale Indian Nautical Charts. To avoid uncertainty the mariners are advised to use large scale charts for coastal navigation wherever applicable and available. In addition, mariners are to refer large scale charts in conjunction with small scale charts in areas where both overlap during both planning and conduct of passage.

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 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@martin.cn</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@globalcharts.in Web: www.globalcharts.com.sg	EW Liner Charts & Publication (India) 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: maritimeindia@airtelmail.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@vsnl.com, sales@ccmarine.in	Gujarat Pipavav Port Limite PO – Ucchayia, Dist.- Amereli Gujarat – 365 560 Tele:- 91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 6510 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: RajShekhar.Chakravorty@jeppesen.com, info@jeppesen.com Website: www.jeppesen.com
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 Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +919937064299 Email: ashiskantha@gmiindia.in Web: www.gmiindia.in
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-9477444392/ 9331936587 Email: liftmarine@yahoo.co.in, sankar_roy342@yahoo.in	M/s L. R. Marine Services 301, 3rd Floor, Biry House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-6635 9148 Cell No: +91 8108926880/+91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com
M/s Engineering Logistics Executive Multi Services Eloms Charts, Door No: 61-4-45-A/4, Prakash Nagar Malkapuram Visakhapatnam - 530 011 Mob: +91 9133871827 Email: sales@elomscharts.in Web: www.elomscharts.in	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills, Hyderabad- 500 034 Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 015 Mob: +91 7926923982 Email: jyoti@aatash.com, zubin@aatash.com	

SECTION – V
NAVAREA – VIII WARNINGS IN FORCE

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings in force as on 15 May 15:

<u>2014 SERIES</u> – 111 211 233 241 310 311 336 398 405 415 438 439 467 476 586 614 654 676
<u>2015 SERIES</u> – 025 030 055 081 099 122 124 154 160 161 164 178 206 247 252 261 287 288 290 298 304 305 309 312 316 317 318 330 332 334 336 337 340 341 342 344 345 346 347 349 350 351 352 353 354 355 356 357 358

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

<p>318. Arabian Sea – West of Eight Degree Channel. Charts 22 INT 71 INT 706 INT 707 (.). Sri Lankan FV Mahima Duwa reported adrift due broken shaft with 06 crew since 30 Apr 15 in vicinity of 07-50N 070-50E.</p>																								
<p>319. Andaman Sea – off Nicobar. Charts 41 407 408 409 471 472 INT 71. Experimental flight trial scheduled from Car Nicobar daily from 08 -11 May 15 from 0630-1030 UTC in area bounded by</p> <table style="width: 100%; border: none;"> <tr> <td style="padding: 0 10px;">(a) 09-01.30N</td> <td style="padding: 0 10px;">092-27.03E</td> <td style="padding: 0 10px;">(b) 09-22.98N</td> <td style="padding: 0 10px;">093-03.40E</td> </tr> <tr> <td style="padding: 0 10px;">(c) 08-51.28N</td> <td style="padding: 0 10px;">094-17.75E</td> <td style="padding: 0 10px;">(d) 08-14.15N</td> <td style="padding: 0 10px;">094-26.08E</td> </tr> <tr> <td style="padding: 0 10px;">(e) 07-31.20N</td> <td style="padding: 0 10px;">094-01.53E</td> <td style="padding: 0 10px;">(f) 07-13.73N</td> <td style="padding: 0 10px;">093-16.53E</td> </tr> <tr> <td style="padding: 0 10px;">(g) 08-04.52N</td> <td style="padding: 0 10px;">093-38.18E</td> <td style="padding: 0 10px;">(h) 08-32.05N</td> <td style="padding: 0 10px;">093-38.52E</td> </tr> <tr> <td style="padding: 0 10px;">(j) 08-45.23N</td> <td style="padding: 0 10px;">093-22.32E</td> <td></td> <td></td> </tr> </table> <p>2. No over flight and shipping permitted in danger area. 3. Cancel this MSG 111130 UTC May 15.</p>	(a) 09-01.30N	092-27.03E	(b) 09-22.98N	093-03.40E	(c) 08-51.28N	094-17.75E	(d) 08-14.15N	094-26.08E	(e) 07-31.20N	094-01.53E	(f) 07-13.73N	093-16.53E	(g) 08-04.52N	093-38.18E	(h) 08-32.05N	093-38.52E	(j) 08-45.23N	093-22.32E						
(a) 09-01.30N	092-27.03E	(b) 09-22.98N	093-03.40E																					
(c) 08-51.28N	094-17.75E	(d) 08-14.15N	094-26.08E																					
(e) 07-31.20N	094-01.53E	(f) 07-13.73N	093-16.53E																					
(g) 08-04.52N	093-38.18E	(h) 08-32.05N	093-38.52E																					
(j) 08-45.23N	093-22.32E																							
<p>320. <u>2014 series</u> – 111 211 233 241 310 311 336 398 405 406 415 438 439 467 476 586 614 654 676</p> <p><u>2015 series</u> – 025 030 055 081 099 122 124 133 154 160 161 164 178 183 206 225 236 247 252 259 260 261 269 272 274 276 281 286 287 288 290 293 298 299 300 301 303 304 305</p> <p>(a) NAVAREA VIII warnings less than 42 days old (247/15 onward) promulgated via SafetyNet. (b) Text of NAVAREA VIII warnings in force including those which no longer broadcast available on www.hydrobharat.gov.in. (c) Text of NAVAREA VIII warnings also printed in fortnightly Indian N to M.</p> <p>2. Cancel this MSG 081002 UTC May 15.</p>																								
<p>321. Andaman Sea – off Car Nicobar. Charts 33 41 472 INT 71. Man over board reported by MV Super Challenge between 08-57.2N 093-36.4E and 09-55.2N 092-16.2E on 04 May 15.</p> <p>2. Vessels transiting through area to keep sharp look out and render assistance.</p>																								
<p>322. Andaman Sea – off Nicobar. Charts 41 407 408 409 471 472 INT 71 INT 706. Experimental firing scheduled from Car Nicobar daily from 08-11 May 15 from 0630-1030 UTC in area bounded by</p> <table style="width: 100%; border: none;"> <tr> <td style="padding: 0 10px;">(a) 09-22N</td> <td style="padding: 0 10px;">092-14E</td> <td style="padding: 0 10px;">(b) 09-22N</td> <td style="padding: 0 10px;">095-25E</td> </tr> <tr> <td style="padding: 0 10px;">(c) 07-15N</td> <td style="padding: 0 10px;">095-25E</td> <td style="padding: 0 10px;">(d) 07-15N</td> <td style="padding: 0 10px;">093-17E</td> </tr> </table> <p>2. Safe flying Ht 18000 M. 3. No vessel permitted in danger area. 4. Cancel this MSG 111130 UTC May 15.</p>	(a) 09-22N	092-14E	(b) 09-22N	095-25E	(c) 07-15N	095-25E	(d) 07-15N	093-17E																
(a) 09-22N	092-14E	(b) 09-22N	095-25E																					
(c) 07-15N	095-25E	(d) 07-15N	093-17E																					
<p>323. Cancel NAVAREA VIII 314/15. India East Coast – SE of Kakinada. Charts 31 32 INT 71 INT 706. Naval ships will carry out practice missile firing</p> <p>2. From 070830-071830 UTC May 15 in area bounded by</p> <table style="width: 100%; border: none;"> <tr> <td style="padding: 0 10px;">(a) 15-30N</td> <td style="padding: 0 10px;">083-24E</td> <td style="padding: 0 10px;">(b) 16-14N</td> <td style="padding: 0 10px;">084-00E</td> </tr> <tr> <td style="padding: 0 10px;">(c) 15-40N</td> <td style="padding: 0 10px;">084-42E</td> <td style="padding: 0 10px;">(d) 15-08N</td> <td style="padding: 0 10px;">085-06E</td> </tr> <tr> <td style="padding: 0 10px;">(e) 14-52N</td> <td style="padding: 0 10px;">084-22E</td> <td></td> <td></td> </tr> </table> <p>Safe flying Ht 22000 M.</p> <p>3. From 072330-080930 UTC May 15 in area bounded by</p> <table style="width: 100%; border: none;"> <tr> <td style="padding: 0 10px;">(a) 15-30N</td> <td style="padding: 0 10px;">083-24E</td> <td style="padding: 0 10px;">(b) 16-17N</td> <td style="padding: 0 10px;">084-03E</td> </tr> <tr> <td style="padding: 0 10px;">(c) 15-11N</td> <td style="padding: 0 10px;">085-20E</td> <td style="padding: 0 10px;">(d) 14-25N</td> <td style="padding: 0 10px;">084-43E</td> </tr> <tr> <td style="padding: 0 10px;">(e) 14-43N</td> <td style="padding: 0 10px;">084-00E</td> <td></td> <td></td> </tr> </table> <p>Safe flying HT 600 M.</p> <p>4. No vessel permitted in danger area . 5. Cancel this MSG 081030 UTC May 15.</p>	(a) 15-30N	083-24E	(b) 16-14N	084-00E	(c) 15-40N	084-42E	(d) 15-08N	085-06E	(e) 14-52N	084-22E			(a) 15-30N	083-24E	(b) 16-17N	084-03E	(c) 15-11N	085-20E	(d) 14-25N	084-43E	(e) 14-43N	084-00E		
(a) 15-30N	083-24E	(b) 16-14N	084-00E																					
(c) 15-40N	084-42E	(d) 15-08N	085-06E																					
(e) 14-52N	084-22E																							
(a) 15-30N	083-24E	(b) 16-17N	084-03E																					
(c) 15-11N	085-20E	(d) 14-25N	084-43E																					
(e) 14-43N	084-00E																							

<p>324. India West Coast – West of Ratnagiri. Charts 22 293 INT 71. Naval ships will carry out firing practice daily on 10 and 11 May 15 from 0830-1330 UTC in area bounded by</p> <p>(a) 16-50N 070-00E (b) 17-40N 070-00E (c) 17-40N 070-40E (d) 16-50N 070-40E</p> <p>2. safe flying ht 10000m 3. no vessel permitted in danger area 4. cancel this msg 111430 utc may 15</p>																																									
<p>325. Cancel NAVAREA 315/15. North Indian Ocean. Charts INT 71 INT 706 INT 707. Sri Lankan FV Madu Kumari-01 reported adrift due broken shaft with 06 crew. Position of boat 00-06N 079-54E on 03 May 15.</p>																																									
<p>326. Cancel NAVAREA VIII 286/15. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 051006z UTC May 15.</p> <table border="0"> <tr> <td>ABAN II</td> <td>16-39.14N</td> <td>082-22.72E</td> </tr> <tr> <td>ACTINIA</td> <td>16-14.51N</td> <td>082-09.64E</td> </tr> <tr> <td>DSR DD KG-2</td> <td>16-30.00N</td> <td>082-33.30E</td> </tr> <tr> <td>PLATINUM EXPLORER</td> <td>16-31.80N</td> <td>082-29.60E</td> </tr> <tr> <td>GSF-140</td> <td>16-24.70N</td> <td>082-23.30E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-08.83N</td> <td>081-40.92E</td> </tr> <tr> <td>SAGAR VIJAY</td> <td>16-15.30N</td> <td>082-10.67E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-22.73N</td> <td>082-01.39E</td> </tr> </table> <p>2. Wide berth requested.</p>			ABAN II	16-39.14N	082-22.72E	ACTINIA	16-14.51N	082-09.64E	DSR DD KG-2	16-30.00N	082-33.30E	PLATINUM EXPLORER	16-31.80N	082-29.60E	GSF-140	16-24.70N	082-23.30E	NOBLE DUCHESS	16-08.83N	081-40.92E	SAGAR VIJAY	16-15.30N	082-10.67E	SAGAR RATNA	16-22.73N	082-01.39E															
ABAN II	16-39.14N	082-22.72E																																							
ACTINIA	16-14.51N	082-09.64E																																							
DSR DD KG-2	16-30.00N	082-33.30E																																							
PLATINUM EXPLORER	16-31.80N	082-29.60E																																							
GSF-140	16-24.70N	082-23.30E																																							
NOBLE DUCHESS	16-08.83N	081-40.92E																																							
SAGAR VIJAY	16-15.30N	082-10.67E																																							
SAGAR RATNA	16-22.73N	082-01.39E																																							
<p>327. India West Coast – Goa. Charts 22 214 215 257 293 2020 2078 INT 71 INT 705. Firing by Naval Coast Battery scheduled from 0800-1230 UTC on 08 May 15.</p> <p>2. Danger area bounded by 220 to 260 bearing from MPT building at Mormugao head up to 10 NM seaward. 3. Safe flying Ht 6500 M. 4. No vessel permitted in danger area. 5. Cancel this MSG 081330 UTC May 15.</p>																																									
<p>328. India West Coast – Arabian Sea. Charts 21 22 293 INT 71. Firing practice will be carried out by IAF from 120630-131030 UTC and 130630-141030 UTC in area bounded by</p> <table border="0"> <tr> <td>(a) 17-55N</td> <td>070-20E</td> <td>(b) 16-47N</td> <td>071-29E</td> </tr> <tr> <td>(c) 15-13N</td> <td>071-29E</td> <td>(d) 14-06N</td> <td>070-20E</td> </tr> <tr> <td>(e) 14-06N</td> <td>068-40E</td> <td>(f) 15-13N</td> <td>067-29E</td> </tr> <tr> <td>(g) 16-47N</td> <td>067-29E</td> <td>(h) 17-55N</td> <td>068-40E</td> </tr> </table> <p>2. No vessel permitted in danger area. 3. Cancel this MSG 141130 UTC May 15.</p>			(a) 17-55N	070-20E	(b) 16-47N	071-29E	(c) 15-13N	071-29E	(d) 14-06N	070-20E	(e) 14-06N	068-40E	(f) 15-13N	067-29E	(g) 16-47N	067-29E	(h) 17-55N	068-40E																							
(a) 17-55N	070-20E	(b) 16-47N	071-29E																																						
(c) 15-13N	071-29E	(d) 14-06N	070-20E																																						
(e) 14-06N	068-40E	(f) 15-13N	067-29E																																						
(g) 16-47N	067-29E	(h) 17-55N	068-40E																																						
<p>329. Andaman Sea – off Nicobar. Charts 41 405 473 INT 71 INT 706. Firing practice on 2M rock scheduled on 14 May 15 from 0030-0630 UTC in area bounded by</p> <table border="0"> <tr> <td>(a) 11-17N</td> <td>092-34E</td> <td>(b) 11-05N</td> <td>092-34E</td> </tr> <tr> <td>(c) 11-05N</td> <td>092-48E</td> <td>(d) 11-17N</td> <td>092-48E</td> </tr> </table> <p>2. Safe flying Ht 6000 M. 3. No vessel permitted in danger area. 4. Cancel this MSG 131730 UTC May 15.</p>			(a) 11-17N	092-34E	(b) 11-05N	092-34E	(c) 11-05N	092-48E	(d) 11-17N	092-48E																															
(a) 11-17N	092-34E	(b) 11-05N	092-34E																																						
(c) 11-05N	092-48E	(d) 11-17N	092-48E																																						
<p>330. India East Coast – Balasore. Charts 31 351 3017 INT 71 INT 706. Experimental flight trial scheduled from ITR daily from 13-16 and 18-23 May 15 from 0430-0930 UTC in area bounded by</p> <table border="0"> <tr> <td>(a) 21-12.59N</td> <td>086-46.15E</td> <td>(b) 20-05.32N</td> <td>087-20.85E</td> </tr> <tr> <td>(c) 21-02.54N</td> <td>088-22.30E</td> <td>(d) 21-35.59N</td> <td>087-10.70E</td> </tr> </table> <p>2. No over flight and shipping permitted in danger area. 3. Cancel this MSG 231030 UTC May 15.</p>			(a) 21-12.59N	086-46.15E	(b) 20-05.32N	087-20.85E	(c) 21-02.54N	088-22.30E	(d) 21-35.59N	087-10.70E																															
(a) 21-12.59N	086-46.15E	(b) 20-05.32N	087-20.85E																																						
(c) 21-02.54N	088-22.30E	(d) 21-35.59N	087-10.70E																																						
<p>331. Cancel NAVAREA VIII 311/15. India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list correct at 061005 UTC May 15.</p> <table border="0"> <tr> <td>ABAN ICE</td> <td>19-11.41N</td> <td>071-16.66E</td> </tr> <tr> <td>ABAN III</td> <td>19-22.07N</td> <td>071-26.07E</td> </tr> <tr> <td>ABAN IV</td> <td>19-34.43N</td> <td>071-21.89E NEW</td> </tr> <tr> <td>BADRINATH</td> <td>19-28.06N</td> <td>071-53.40E</td> </tr> <tr> <td>CE THORNTON</td> <td>21-03.00N</td> <td>072-23.00E</td> </tr> <tr> <td>DISCOVERY-1</td> <td>19-05.35N</td> <td>072-06.89E</td> </tr> <tr> <td>DYNAMIC VISION</td> <td>18-39.23N</td> <td>070-58.86E</td> </tr> <tr> <td>DEEP SEA FORTUNE</td> <td>19-40.14N</td> <td>072-00.34E</td> </tr> <tr> <td>FG MC CLINTOCK</td> <td>19-13.43N</td> <td>071-28.72E</td> </tr> <tr> <td>GREAT DRILLER CHAAYA</td> <td>18-40.10N</td> <td>072-13.58E</td> </tr> <tr> <td>GREATDRILL CHETNA</td> <td>19-57.30N</td> <td>071-14.47E</td> </tr> <tr> <td>GREATDRILL CHITRA</td> <td>19-19.55N</td> <td>072-00.81E</td> </tr> <tr> <td>GREATDRILL CHAARU</td> <td>18-40.04N</td> <td>072-19.95E</td> </tr> </table>			ABAN ICE	19-11.41N	071-16.66E	ABAN III	19-22.07N	071-26.07E	ABAN IV	19-34.43N	071-21.89E NEW	BADRINATH	19-28.06N	071-53.40E	CE THORNTON	21-03.00N	072-23.00E	DISCOVERY-1	19-05.35N	072-06.89E	DYNAMIC VISION	18-39.23N	070-58.86E	DEEP SEA FORTUNE	19-40.14N	072-00.34E	FG MC CLINTOCK	19-13.43N	071-28.72E	GREAT DRILLER CHAAYA	18-40.10N	072-13.58E	GREATDRILL CHETNA	19-57.30N	071-14.47E	GREATDRILL CHITRA	19-19.55N	072-00.81E	GREATDRILL CHAARU	18-40.04N	072-19.95E
ABAN ICE	19-11.41N	071-16.66E																																							
ABAN III	19-22.07N	071-26.07E																																							
ABAN IV	19-34.43N	071-21.89E NEW																																							
BADRINATH	19-28.06N	071-53.40E																																							
CE THORNTON	21-03.00N	072-23.00E																																							
DISCOVERY-1	19-05.35N	072-06.89E																																							
DYNAMIC VISION	18-39.23N	070-58.86E																																							
DEEP SEA FORTUNE	19-40.14N	072-00.34E																																							
FG MC CLINTOCK	19-13.43N	071-28.72E																																							
GREAT DRILLER CHAAYA	18-40.10N	072-13.58E																																							
GREATDRILL CHETNA	19-57.30N	071-14.47E																																							
GREATDRILL CHITRA	19-19.55N	072-00.81E																																							
GREATDRILL CHAARU	18-40.04N	072-19.95E																																							

331. Continued.		
HARVEY H WARD	19-36.73N	071-24.01E
JINDAL STAR	19-08.72N	071-55.25E
JT ANGEL	20-20.29N	071-27.51E NEW
KEDARNATH	19-04.27N	072-05.40E
PARAGON L-786	19-22.51N	071-21.80E
PARAGON M 1161	19-28.15N	071-14.64E
RON TAPMEYAR	19-28.98N	071-19.63E
SAGAR GAURAV	20-58.00N	071-33.00E
SAGAR SHAKTI	20-20.43N	071-15.41E
SAGAR JYOTI	19-25.14N	071-15.83E
SAGAR KIRAN	18-44.50N	072-19.63E
SAGAR LAXMI	20-58.00N	071-33.00E
SAGAR PRAGATI	20-58.00N	071-33.00E
SAGAR UDAY	18-36.16N	071-01.64E
SUNDOWNER VII	18-36.21N	072-13.99E
TRIDENT II	18-29.41N	072-14.73E
TRIDENT XII	18-45.23N	072-18.00E NEW
VICTORY DRILLER	19-06.08N	070-56.43E
VIRTUE-I	18-58.44N	071-37.44E
VALIANT DRILLER	19-25.36N	071-19.57E
2.	Wide berth requested.	
332. Andaman Sea – off Myanmar.	Charts 41 451 INT 71. Survey vessel Asian Warrior progressing geophysical survey till 15 May 15 in areas bounded by	
	(a) 15-23.60N 095-15.42E / 15-22.78N 095-16.10E / 15-22.03N 095-15.30E / 15-22.80N 095-14.53E	
	(b) 14-55.68N 095-02.17E / 14-55.68N 095-03.32E / 14-54.62N 095-03.32E / 14-54.62N 095-02.17E	
	(c) 15-16.97N 095-13.45E / 15-16.18N 095-14.17E / 15-15.43N 095-13.37E / 15-16.22N 095-12.58E	
	(d) 14-53.17N 094-53.32E / 14-53.17N 094-54.47E / 14-52.03N 094-54.47E / 14-52.03N 094-53.32E	
2.	Unauthorized navigation prohibited within 4 KM from survey area.	
3.	Cancel this MSG 160001 UTC May 15.	
333. Cancel NAVAREA VIII 308 321 /15 and this MSG.		
334. Cancel NAVAREA VIII 406/14. India West Coast – Gulf of Khambhat.	Charts 21 210 254 292 INT 71 INT 705. Unmanned and unlit under construction platforms reported	
	B12-1 Well	20-05.60N 071-48.56E in safety fairway
	C-26 Jacket	20-11.52N 071-52.25E off safety fairway
	C-23 Jacket	20-32.05N 072-09.16E
2.	Wide berth and caution advised.	
335. Cancel NAVAREA VIII 324. India West Coast – Arabian Sea.	Charts 22 INT 71. Naval firing scheduled daily on 10 and 11 May 15 from 0830-1330 UTC in area bounded by 17-02N 069-51E, 16-41N 070-31E, 16-01N 069-58E, 16-24N 069-15E.	
2.	Safe flying Ht 10000 M.	
3.	No vessel permitted in danger area .	
4.	Cancel this MSG 111430 UTC May 15.	
336. Cancel NAVAREA VIII 331/15. India West Coast – Arabian Sea.	Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list correct at 081002 UTC May 15.	
	ABAN ICE	19-11.41N 071-16.66E
	ABAN III	19-22.07N 071-26.07E
	ABAN IV	19-34.43N 071-21.89E
	BADRINATH	19-28.06N 071-53.40E
	CE THORNTON	21-03.00N 072-23.00E
	DISCOVERY-1	19-05.35N 072-06.89E
	DYNAMIC VISION	18-39.23N 070-58.86E
	DEEP SEA FORTUNE	19-40.14N 072-00.34E
	FG MC CLINTOCK	19-13.43N 071-28.72E
	GREAT DRILLER CHAAYA	18-32.70N 072-13.98E NEW
	GREATDRILL CHETNA	19-57.30N 071-14.47E
	GREATDRILL CHITRA	19-19.55N 072-00.81E
	GREATDRILL CHAARU	18-40.04N 072-19.95E
	HARVEY H WARD	19-32.84N 071-22.80E NEW
	JINDAL STAR	19-08.72N 071-55.25E
	JT ANGEL	20-20.29N 071-27.51E

336. Continued.		
KEDARNATH	19-34.12N	071-46.90E NEW
MERCURY FOCUS	21-18.12N	072-31.64E NEW
PARAGON L-786	19-22.51N	071-21.80E
PARAGON M 1161	19-28.15N	071-14.64E
RON TAPMEYAR	19-16.42N	071-26.87E NEW
SAGAR GAURAV	19-07.88N	070-58.50E NEW
SAGAR SHAKTI	19-39.70N	071-04.71E NEW
SAGAR JYOTI	19-25.14N	071-15.83E
SAGAR KIRAN	18-44.50N	072-19.63E
SAGAR LAXMI	20-58.00N	071-33.00E
SAGAR PRAGATI	20-58.00N	071-33.00E
SAGAR UDAY	18-36.16N	071-01.64E
SUNDOWNER VII	18-36.21N	072-13.99E
TRIDENT II	18-29.41N	072-14.73E
TRIDENT XII	18-45.23N	072-18.00E
VICTORY DRILLER	19-06.08N	070-56.43E
VIRTUE-I	18-58.44N	071-37.44E
VALIANT DRILLER	19-25.36N	071-19.57E
2.	Wide berth requested.	
337.	2014 series – 111 211 233 241 310 311 336 398 405 415 438 439 467 476 586 614 654 676	
	2015 series – 025 030 055 081 099 122 124 154 160 161 164 178 183 206 247 252 261 287	
	288 290 298 304 305 309 312 316 317 318 319 322 325 326 328 329 330 332 334 335	
	336 337	
	(a) NAVAREA VIII warnings less than 42 days old (247/15 onward) promulgated via SafetyNet.	
	(b) Text of NAVAREA VIII warnings in force including those which no longer broadcast available on www.hydrobharat.nic.in .	
	(c) Text of NAVAREA VIII warnings also printed in fortnightly Indian N to M.	
2.	Cancel this MSG 151004 UTC May 15.	
338.	Cancel NAVAREA VIII 325/15 and this MSG.	
339.	India West Coast – Gulf of Khambhat. Charts 21 209 210 254 292 INT 705. CG firing scheduled on 11 May 15 from 0430 - 0830 UTC in area bounded by 20-18.5N 072-02.5E, 20-18.5N 072-15.0E, 20-09.5N 072-12.0E, 20-09.5N 072-00.0E.	
2.	Safe flying Ht 1600 M.	
3.	Cancel this MSG 110930 UTC May 15.	
340.	India East Coast – Gulf of Mannar. Charts 32 222 224 262 INT 71 INT 706. CG firing scheduled daily from 16-21 May 15 from 0130 - 1130 UTC in area bounded by 08-25N 078-25E, 08-40N 078-45E, 08-35N 078-30E.	
2.	Safe flying Ht 2000 M.	
3.	Cancel this MSG 211230 UTC May 15.	
341.	Indian Ocean – off Tanzania. Charts INT 71 INT 70 INT 71. Rowing boat Middleton of green colour reported adrift in position 09-43.5S 041-46E.	
2.	Cancel this MSG 160800 UTC May 15.	
342.	India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Salaya channel buoy Gurur reported unlit.	
2.	Caution advised.	
343.	Cancel NAVAREA VIII 326/15. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 111004 UTC May 15.	
	ABAN II	16-39.14N 082-22.72E
	ACTINIA	16-14.51N 082-09.64E
	DSR DD KG-2	16-30.00N 082-33.30E
	PLATINUM EXPLORER	16-21.40N 082-22.40E NEW
	GSF-140	16-24.70N 082-23.30E
	NOBLE DUCHESS	16-08.83N 081-40.92E
	SAGAR VIJAY	16-15.30N 082-10.67E
	SAGAR RATNA	16-22.73N 082-01.39E
2.	Wide berth requested.	
344.	India East Coast – Kalingapatnam. Charts 353 354 3024 INT 71 706. Kalingapatnam Lt BN ALOL F 0982 off.	
345.	Cancel NAVAREA VIII 343/15. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 121002 UTC May 15.	
	ABAN II	16-39.14N 082-22.72E

345. Continued.			
ACTINIA	16-14.51N	082-09.64E	
DDKG-2	16-32.85N	082-32.41E	NEW
PLATINUM EXPLORER	16-21.40N	082-22.40E	
GSF-140	16-24.70N	082-23.30E	
NOBLE DUCHESS	16-08.83N	081-40.92E	
SAGAR VIJAY	16-15.30N	082-10.67E	
SAGAR RATNA	16-22.73N	082-01.39E	
2.	Wide berth requested.		
346. India West Coast – Arabian Sea.	Charts 22 INT 71 INT 706. Firing practice will be carried out by IAF from 131230-1411230 UTC in area bounded by		
(a)	17-10.0N	069-29.5E	(b) 17-10.0N 071-10.0E
(c)	16-04.0N	072-16.0E	(d) 14-27.0N 072-16.0E
(e)	13-22.0N	071-06.0E	(f) 13-22.0N 069-27.0E
(g)	14-30.0N	068-18.0E	(h) 16-06.0N 068-18.0E
2.	No vessel permitted in danger area.		
3.	Cancel this MSG 141330 UTC May 15.		
347. Indian Ocean – N Part.	Charts INT 71 INT 706. FVSL Himash Putha-02 reported adrift due engine failure with 06 crew since 11 May 15 in vicinity of 00-04S 082-19E.		
348. Cancel NAVAREA VIII 183/15 and this MSG.			
349. India West Coast – off Trivandrum.	Charts 22 32 222 260 INT 71 INT 706. Rocket launch from Thumba (08-31.98N 076-52.00E) scheduled on 20 May 15 from 0530-0730 UTC.		
2.	Danger zones		
(a)	Sector of radius 05 NM from Thumba between azimuth 190 and 300.		
(b)	Sector of radii 45 and 75 NM from Thumba between azimuth 220 and 260.		
3.	No over flight and shipping permitted in danger zone.		
4.	Cancel this MSG 200830 UTC May 15.		
350. Indian Ocean – N Part.	Charts INT 71 706. FVSL Madu Kumari -01 reported adrift with 06 crew due broken shaft since 29 Apr 15 in vicinity of 03-00N 077-43E.		
351. Indian Ocean – N Part.	Charts INT 71 706. FVSL Ploidputha reported adrift with 06 crew due engine failure since 13 May 15 in vicinity of 02-46N 081-28E.		
352. India East Coast – off Machilipatnam.	Charts 31 354 355 3026 INT 71 INT 706. Jaya Durga -1 progressing survey till 20 May 15 in area bounded by		
	Area 1		
(a)	16-19.59N	081-40.18E	(b) 16-15.80N 082-05.63E
(c)	16-30.58N	082-22.44E	(d) 16-36.94N 082-27.96E
(e)	16-40.92N	082-23.98E	(f) 16-34.06N 082-18.52E
(g)	16-23.63N	081-56.71E	(h) 16-18.38N 081-43.14E
(j)	16-17.38N	081-37.81E	
	Area 2		
(a)	15-27.06N	080-37.69E	(b) 15-38.23N 081-00.08E
(c)	15-43.56N	081-00.11E	(d) 15-43.17N 080-49.15E
(e)	15-48.14N	080-44.75E	(f) 15-48.24N 080-37.74E
2.	Wide berth requested.		
3.	Cancel this MSG 210001 May 15.		
353. India East Coast– Bay Of Bengal.	Charts 31 32 33 356 391 INT 706. CG aircraft firing scheduled from 22-31 May 15 from 0130-1130 UTC in area bounded by 13-30N 082-00E, 14-30N 082-00E, 14-30N 082-40E, 13-30N 082-40E		
2.	Safe flying ht 2000 m		
3.	Cancel this MSG 311230 UTC May 15.		
354. India West Coast – Kochi.	Charts 353 354 3024 INT 71 706. Azhikode DGPS station off air on 18 May 15 from 0130-1030 UTC.		
2.	Cancel this MSG 181130 UTC May 15.		
355. Andaman Sea–Car Nicobar.	Charts 41 407 4032 INT 71. Keating point DGPS off air on 18 may from 0230-1230 UTC.		
2.	Cancel this MSG 181330 UTC May 15.		
356. Cancel NAVAREA VIII 336/15. India West Coast– Arabian Sea.	Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list correct at 151004 UTC May 15.		
ABAN ICE	19-11.41N	071-16.66E	

356. Continued

ABAN III	19-22.07N	071-26.07E
ABAN IV	19-34.43N	071-21.89E
BADRINATH	19-28.06N	071-53.40E
CE THORNTON	21-03.00N	072-23.00E
DISCOVERY-1	19-12.50N	072-02.24E NEW
DYNAMIC VISION	18-39.23N	070-58.86E
DEEP SEA FORTUNE	19-40.14N	072-00.34E
FG MC CLINTOCK	19-13.43N	071-28.72E
GREAT DRILLER CHAAYA	18-32.68N	072-13.98E NEW
GREATDRILL CHETNA	19-57.30N	071-14.47E
GREATDRILL CHITRA	19-19.55N	072-00.81E
GREATDRILL CHAARU	18-40.04N	072-19.95E
HARVEY H WARD	19-32.84N	071-22.80E
JINDAL STAR	18-36.20N	072-13.99E NEW
JT ANGEL	20-20.29N	071-27.51E
KEDARNATH	19-34.12N	071-46.90E
MERCURY FOCUS	21-18.12N	072-31.64E
PARAGON L-786	18-31.16N	072-14.46E NEW
PARAGON M 1161	19-28.15N	071-14.64E
RON TAPPEYAR	19-16.42N	071-26.87E
SAGAR GAURAV	19-07.88N	070-58.50E
SAGAR SHAKTI	19-39.70N	071-04.71E
SAGAR JYOTI	19-25.14N	071-15.83E
SAGAR KIRAN	18-44.50N	072-19.63E
SAGAR LAXMI	20-58.00N	071-33.00E
SAGAR PRAGATI	20-58.00N	071-33.00E
SAGAR UDAY	18-36.16N	071-01.64E
SUNDOWNER VII	18-30.06N	072-15.95E NEW
TRIDENT II	18-29.41N	072-14.73E
TRIDENT XII	18-45.23N	072-18.00E
VICTORY DRILLER	19-06.08N	070-56.43E
VIRTUE-I	18-58.44N	071-37.44E
VALIANT DRILLER	19-25.36N	071-19.57E

2. WIDE BERTH REQUESTED

357. Cancel NAVAREA VIII 345/15. India East Coast – Bay Of Bengal. Charts 31 32 33 354 355 357 391 INT 706.
Rig List correct at 151005Z UTC May15.

ABAN II	16-39.14N	082-22.72E
ACTINIA	16-14.51N	082-09.64E
DDKG-2	16-32.85N	082-32.41E
PLATINUM EXPLORER	16-21.40N	082-22.40E
GSF-140	16-24.97N	082-22.69E NEW
NOBLE DUCHESS	16-17.39N	082-10.29E NEW
SAGAR VIJAY	16-15.30N	082-10.67E
SAGAR RATNA	16-22.73N	082-01.39E

2. Wide berth requested.

358. NAVAREA VIII warnings in force as on 15 May 2015.

2014 SERIES – 111 211 233 241 310 311 336 398 405 415 438 439 467 476 586 614 654 676

2015 SERIES - 025 030 055 081 099 122 124 154 160 161 164 178 206 247 252 261 287 288 298 304 305 309 312 316 317 318 330 332 334 340 341 342 344 345 346 347 349 350 351 352 353 354 355 356 357

(a) NAVAREA VIII warnings less than 42 days old (247/15 onward) promulgated via safetyNET .

(b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on www.hydrobharat.gov.in.

(c) Text of NAVAREA VIII warnings also printed in fortnightly Indian N to M

2. Cancel this MSG 221006 UTC May 15.

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

- NIL -

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 08 dated 16 Apr 2015)

NIL

INP 31(2), 2014

(Last correction: Edition No. 05 dated 01 Mar 2015)

NIL

INP 31(5), 2011

(Last correction: Edition No. 22 dated 16 Nov 2014)

NIL

INP 31(6), 2012

(Last correction: Edition No. 06 dated 16 Mar 2015)

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.

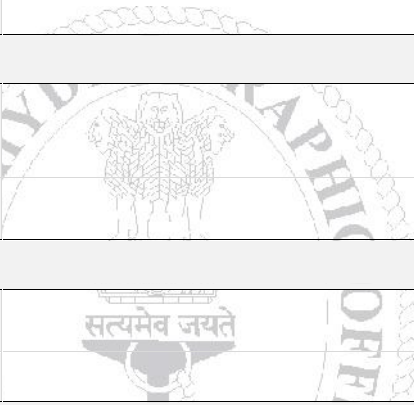
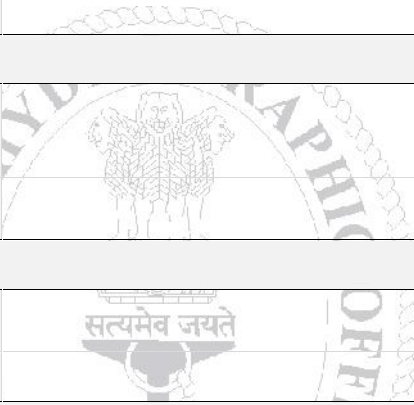
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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

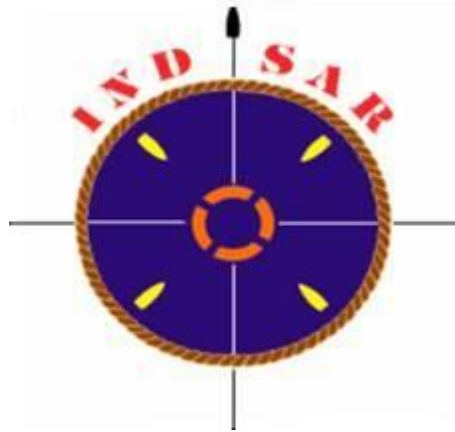


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes 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