

# INDIAN NOTICES TO MARINERS



EDITION NO. 05 DATED 01 MAR 2015

(CONTAINS NOTICES 057 TO 059)

REACH US 24 x 7



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

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



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



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## II

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

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

**Chief Hydrographer  
to the Government of India**

### 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 &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2055	31-01-2015	<b>MULDWARKA PORT</b> <b>Limits</b> 20° 43'.00N; 70° 38'.00E. 20° 46'.00N; 70° 40'.70E.	10,000	2	Rs. 1870.00
		<b>NORTH JETTY</b> <b>Limits</b> 20° 45'.50N; 70° 39'.60E. 20° 45'.80N; 70° 40'.00E.	5,000		

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>
2055	31-12-2005	<b>MUL DWARKA PORT</b>	2055	31-01-2015
		<b>NORTH JETTY</b>		

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>
IN62055P	2055	<b>MUL DWARAKA PORT</b>	23-02-2015
IN62055N	2055	<b>NORTH JETTY</b>	23-02-2015

4. The new edition 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>
IN3211SM	211	<b>SATPATI TO DIGHI HARBOUR</b>	27-02-2015

5. 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>
IN62055M	2055	<b>MUL DWARAKA PORT</b>	27-04-2009
IN3211SM	211	<b>SATPATI TO MURUD-JANJIRA</b>	06-09-2007

6. The forthcoming Indian Charts are as follows:-

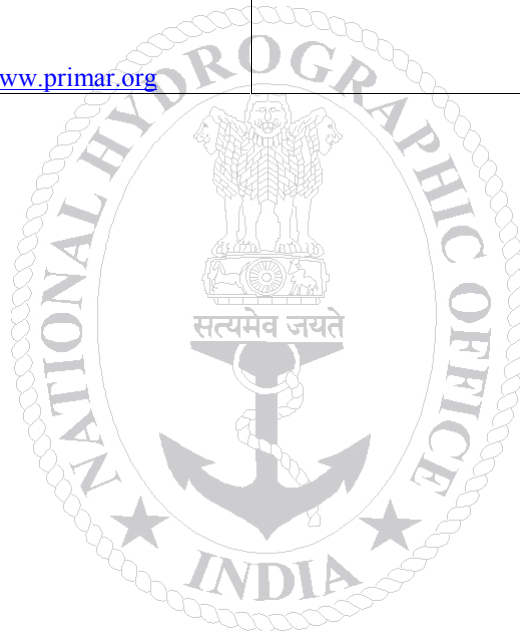
<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
259 (INT 7356)	<b>BADAGARA TO KOCHI</b>	300,000	New Edition
2076 (INT 7338)	<b>JAWAHARLAL NEHRU PORT AND TROMBAY</b>	20,000	New Chart
3010 (INT 7418)	<b>PARADIP ANCHORAGE</b>	25,000	New Chart
	<b>PARADIP PORT</b>	12,500	
4184	<b>TRINKAT CHAMPLONG BAY</b>	25,000	New Chart

## VI

### 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 057 to 059 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
207	2	058
208	2	057
254(INT 7331)	2	057, 058
2039	2	057
2082	2	057
3001(INT 7402)	5	059
3004(INT 7403)	5	059



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

**\*057(05/15) INDIA – WEST COAST – Approaches To Dahej – Foul.**

Source: VTS Khambhat.

**Chart 254**(INT 7331) [previous update 201/14]

Insert # 21° 41'·07N., 72° 25'·51E.

**Chart 208** [previous update 201/14]

Insert # 21° 41'·07N., 72° 25'·51E.

**Chart 2039** [previous update 201/14]

Insert # 21° 41'·06N., 72° 25'·53E.

**Chart 2082** [previous update 201/14]

Insert # 21° 41'·10N., 72° 25'·50E.

**\*058(05/15) INDIA – WEST COAST – Diu Head To Gopnath Point – Foul.**

Source: VTS Khambhat.

**Chart 254**(INT 7331) [previous update 057/15]

Insert # 20° 31'·37N., 71° 28'·11E.

**Chart 207** [previous update 197/14]

Insert # 20° 31'·40N., 71° 28'·10E.

**\*059(05/15) INDIA – EAST COAST – Chennai Harbour – Buoy.**

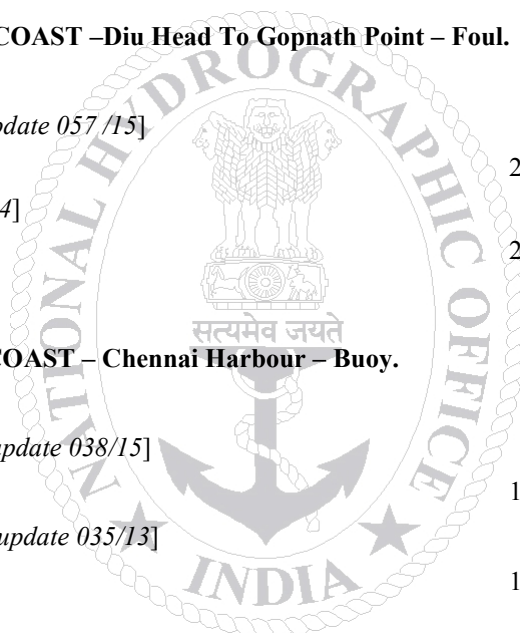
Source: IH 102, INS Sandhayak.

**Chart 3001**(INT 7402) [previous update 038/15]

Insert  13° 05'·73N., 80° 18'·99E.

**Chart 3004**(INT 7403) [previous update 035/13]

Insert  13° 05'·73N., 80° 18'·99E.





**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](mailto:indsar@vsnl.net), or [icgmrc\\_mumbai@mtnl.net](mailto:icgmrc_mumbai@mtnl.net). Any suspicious activity of skiffs / boats to be photographed if possible. Merchant vessels with armed guards on board are to report presence of guards to Indian Navy/Coast Guard while transiting Indian EEZ.

(Source - NAVAREA VIII Warning 100/12)

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



**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 Neelangarai, 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, Seetammappeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : <a href="mailto:mahalakshmitravels@hotmail.com">mahalakshmitravels@hotmail.com</a>	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: <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:sankar_roy342@yahoo.in">sankar_roy342@yahoo.in</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>	M/s L. R. Marine Services 301, 3rd Floor, Birya 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: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a> , <a href="mailto:lrmarine@live.com">lrmarine@live.com</a>
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 059 Mob: +91 7926923982/83, Fax: +91 7926923984 Email: <a href="mailto:info@aatash.com">info@aatash.com</a> , <a href="mailto:zubin@aatash.com">zubin@aatash.com</a>	

**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 28 Feb 15:

<b>2013 SERIES</b> – 035 228 662
<b>2014 SERIES</b> – 111 211 233 241 310 311 336 398 405 406 415 438 439 440 467 476 489 555 575 586 614 654 662 668 676
<b>2015 SERIES</b> – 025 030 041 055 077 081 089 090 091 099 114 115 119 120 122 124 125 127 129 132 133 134 137 138 139 140 141 142 143 144 145 146

3. NAVAREA VIII Warnings issued during the period from 16 Feb to 28 Feb 15 (both dates inclusive) are as tabulated below: –

<p><b>115. India East Coast – Bay of Bengal.</b> Charts 31 32 33 356 391 INT 706. CG aircraft firing practice scheduled from 22-28 Feb 15 from 0130-1130 UTC in area bounded by</p> <table style="width: 100%;"> <tr> <td>(a) 13-30N</td> <td>082-00E</td> <td>(b) 14-30N</td> <td>082-00E</td> </tr> <tr> <td>(c) 14-30N</td> <td>082-40E</td> <td>(d) 13-30N</td> <td>082-40E</td> </tr> </table> <p>2. Safe flying height 2000 mtr 3. Cancel this MSG 281230 UTC Feb 15</p>	(a) 13-30N	082-00E	(b) 14-30N	082-00E	(c) 14-30N	082-40E	(d) 13-30N	082-40E																						
(a) 13-30N	082-00E	(b) 14-30N	082-00E																											
(c) 14-30N	082-40E	(d) 13-30N	082-40E																											
<p><b>116. Cancel NAVAREA VIII (a) 553/14 073 072 /15 INTM 054 055 056 Of 04/15 refers (b) 105/15 and this MSG.</b></p>																														
<p><b>117. Andaman Sea – Cinque Is.</b> Charts 41 405 473 INT 71 INT 706. firing practice by Air Force scheduled daily till 21 Feb 15 from 0001-0115 UTC in area bounded by</p> <table style="width: 100%;"> <tr> <td>(a) 11-08N</td> <td>092-38E</td> <td>(b) 11-08N</td> <td>092-48E</td> </tr> <tr> <td>(c) 11-18N</td> <td>092-38E</td> <td>(d) 11-18N</td> <td>092-48E</td> </tr> </table> <p>2. Safe flying height 5000 mtr 3. Cancel this MSG 210215 UTC Feb 15</p>	(a) 11-08N	092-38E	(b) 11-08N	092-48E	(c) 11-18N	092-38E	(d) 11-18N	092-48E																						
(a) 11-08N	092-38E	(b) 11-08N	092-48E																											
(c) 11-18N	092-38E	(d) 11-18N	092-48E																											
<p><b>118. India West Coast – Okha.</b> Charts 21 202 203 251 271 291 2013 2068 INT 705. firing by Naval Coast Battery scheduled from 0530-0730 UTC ON 23 Feb 15</p> <p>2. Danger area extending upto 12 nm within bearing 300 to 020 from 22-28.04N 069-04.99E 3. Safe flying height 12800 mtrs 4. Cancel this MSG 230830 UTC Feb 15</p>																														
<p><b>119. India West Coast – Gulf of Mannar.</b> Charts 32 222 224 262 INT 71 INT 706. Firing practice by CG aircraft scheduled from 24-28 Feb 15 from 0130 - 1130 UTC in area bounded by</p> <table style="width: 100%;"> <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 3. Cancel this MSG 281230 UTC Feb 15</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>120. Lakshadweep Sea And Bay of Bengal.</b> Charts 22 31 223 260 263 355 391 INT 71 INT 706. ORV Samdura Ratnakar progressing seismic survey till 10 Mar and 13-18 Mar 15 in area bounded by</p> <table style="width: 100%;"> <tr> <td>(a) Off Cape Comorin</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>(i) 07-27N</td> <td>077-17E</td> <td>(ii) 08-05N</td> <td>077-56E</td> <td>(iii) 08-46N 078-23E</td> </tr> <tr> <td>(iv) 08-29N</td> <td>078-55E</td> <td>(v) 06-58N</td> <td>078-25E</td> <td></td> </tr> <tr> <td>(b) Krishna-Godavari Basin</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>(i) 16-00N</td> <td>081-18E</td> <td>(ii) 16-18N</td> <td>082-04E</td> <td></td> </tr> <tr> <td>(iii) 15-47N</td> <td>082-40E</td> <td>(iv) 15-15N</td> <td>082-02E</td> <td></td> </tr> </table> <p>2. Vessel towing 04 nm streamer cable with yellow tail buoy with FL strobe LT 3. Wide berth of 06 nm around vessel requested 4. Cancel this MSG 190001 UTC Mar 15</p>	(a) Off Cape Comorin					(i) 07-27N	077-17E	(ii) 08-05N	077-56E	(iii) 08-46N 078-23E	(iv) 08-29N	078-55E	(v) 06-58N	078-25E		(b) Krishna-Godavari Basin					(i) 16-00N	081-18E	(ii) 16-18N	082-04E		(iii) 15-47N	082-40E	(iv) 15-15N	082-02E	
(a) Off Cape Comorin																														
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(iii) 15-47N	082-40E	(iv) 15-15N	082-02E																											
<p><b>121. Cancel NAVAREA VIII 104/15. 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 181005 UTC Feb 15</p> <table style="width: 100%;"> <tr> <td>ABAN ICE</td> <td>18-35.95N</td> <td>071-15.96E</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>ENERGY DRILLER</td> <td>18-39.56N</td> <td>072-06.00E (New)</td> </tr> <tr> <td>FG MC CLINTOCK</td> <td>19-32.35N</td> <td>071-20.92E</td> </tr> </table>	ABAN ICE	18-35.95N	071-15.96E	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	ENERGY DRILLER	18-39.56N	072-06.00E (New)	FG MC CLINTOCK	19-32.35N	071-20.92E									
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ENERGY DRILLER	18-39.56N	072-06.00E (New)																												
FG MC CLINTOCK	19-32.35N	071-20.92E																												

<b>121. Continued.</b>		
GREAT DRILLER CHAAYA	19-42.00N	071-03.13E
GREATDRILL CHETNA	19-57.30N	071-14.47E
GREATDRILL CHITRA	19-19.55N	072-00.81E
HARVEY H WARD	19-36.73N	071-24.01E
JINDAL STAR	18-38.20N	071-00.92E
JT ANGEL	20-09.38N	071-49.42E
KEDARNATH	20-15.31N	071-15.17E
NOBLE ED HOLT	18-55.59N	072-02.48E
RON TAPPMAYAR	19-14.45N	070-58.88E
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	18-36.16N	071-01.64E
SUNDOWNER VII	18-36.21N	072-13.99E
TRIDENT II	18-55.85N	072-18.36E
TRIDENT XII	19-07.35N	072-06.45E
VICTORY DRILLER	19-33.23N	071-19.75E
VIRTUE-I	19-22.29N	071-03.63E
2.	Wide berth requested	
<b>122. India West Coast – Off Mumbai.</b>	Charts 22 255 292 INT 71. Rig energy driller progressing exploratory drilling in position 18-39.56N 072- 06.00E in safety fairway	
2.	Caution advised	
<b>123. Indian Ocean – Off Mauritius.</b>	Charts 2503 INT 71 INT 702. Fishing vessel Kha Yang reported aground on Ile Du Sud reef in position 16-50.2S 059-29.8E	
<b>124. Indian Ocean – North-Eastern part.</b>	Charts INT 71 INT 703. Triton buoy 18 deployed in position 1-37.06S 089-59.02E	
<b>125. Cancel NAVAREA VIII 121/15. 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 191003 UTC Feb 15	
ABAN ICE	18-35.95N	071-15.96E
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
ENERGY DRILLER	18-39.56N	072-06.00E
FG MC CLINTOCK	19-32.35N	071-20.92E
GREAT DRILLER CHAAYA	18-40.10N	072-13.58E (New)
GREATDRILL CHETNA	19-57.30N	071-14.47E
GREATDRILL CHITRA	19-19.55N	072-00.81E
HARVEY H WARD	19-36.73N	071-24.01E
JINDAL STAR	18-38.20N	071-00.92E
JT ANGEL	20-09.38N	071-49.42E
KEDARNATH	20-15.31N	071-15.17E
NOBLE ED HOLT	18-55.59N	072-02.48E
RON TAPPMAYAR	19-14.45N	070-58.88E
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	18-36.16N	071-01.64E
SUNDOWNER VII	18-36.21N	072-13.99E
TRIDENT II	18-55.85N	072-18.36E
TRIDENT XII	19-07.35N	072-06.45E
VICTORY DRILLER	19-33.23N	071-19.75E
VIRTUE-I	19-22.29N	071-03.63E
2.	Wide berth requested	

<b>126. North Indian Ocean.</b> Charts 23 32 INT 71. Sri Lankan FV Vishwa Hiru of light blue colour reported adrift due engine failure with 06 crew since 190145 UTC Feb 15 in vicinity of 04-45 N 078-50E																																																						
<b>127. Bay of Bengal – Myanmar.</b> Charts 31 322 371 INT 71. MV Pacific Rapier will progress pipeline inspection from 23 Feb to 02 Mar 15 in points <table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">(a)</td> <td style="width: 20%;">19-28.73N</td> <td style="width: 20%;">093-27.38E</td> <td style="width: 15%;">(b)</td> <td style="width: 20%;">19-28.31N</td> <td style="width: 20%;">093-28.84E</td> </tr> <tr> <td>(c)</td> <td>19-26.40N</td> <td>093-31.11E</td> <td>(d)</td> <td>19-25.18N</td> <td>093-29.44E</td> </tr> <tr> <td>(e)</td> <td>19-26.37N</td> <td>093-28.26E</td> <td>(f)</td> <td>19-26.75N</td> <td>093-26.93E</td> </tr> </table> <p>2. Unauthorized navigation prohibited within 4 km from inspection area  3. Cancel this MSG 030001 UTC Mar 15</p>	(a)	19-28.73N	093-27.38E	(b)	19-28.31N	093-28.84E	(c)	19-26.40N	093-31.11E	(d)	19-25.18N	093-29.44E	(e)	19-26.37N	093-28.26E	(f)	19-26.75N	093-26.93E																																				
(a)	19-28.73N	093-27.38E	(b)	19-28.31N	093-28.84E																																																	
(c)	19-26.40N	093-31.11E	(d)	19-25.18N	093-29.44E																																																	
(e)	19-26.37N	093-28.26E	(f)	19-26.75N	093-26.93E																																																	
<b>128. Cancel NAVAREA VIII 123/15 and this MSG. INTM 049/15 refers</b>																																																						
<b>129. India West Coast – Bhavnagar.</b> Charts 21 208 254 292 INT 71. MV Pacific reported loss of anchor with 08 shackles in position 21-41.1N 072 -25.5E																																																						
<b>130. NAVAREA VIII – Warnings in force as on 20 Feb 2015</b> <b>2013 SERIES</b> – 035 228 662 <b>2014 SERIES</b> – 111 211 233 241 310 311 336 398 405 406 415 438 439 440 467 476 489 555 575 586 614 654 662 668 676 <b>2015 SERIES</b> - 025 030 041 055 067 068 077 081 082 089 090 091 097 099 100 114 115 117 118 119 120 122 123 124 125 126 127 128 129 (a) NAVAREA VIII warnings less than 42 days old (041/15 onward) promulgated via SafetyNET (b) Text of NAVAREA VIII warnings inforce 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 271005 UTC Feb 15																																																						
<b>131. India East Coast – Chennai.</b> Charts 32 33 313 356 357 3001 INT 706. Firing practice by naval coast battery scheduled from 0530 - 0730 UTC on 27 Feb 15 2. Danger sector extending upto 11 nm between bearing 045 and 075 from 13-07.02N 080-18.01E 3. Safe flying ht 12800 mtr 4. Cancel this MSG 270830 UTC Feb 15																																																						
<b>132. India East Coast – Bay of Bangal.</b> Charts 32 33 357 471 472 INT 71 INT 706. Cable layer Ile De Batz progressing submarine cable operation till 19 Mar 15 in area bounded by <table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">(a)</td> <td style="width: 20%;">13-00.81N</td> <td style="width: 20%;">080-17.59E</td> <td style="width: 15%;">(b)</td> <td style="width: 20%;">12-54.35N</td> <td style="width: 20%;">080-29.29E</td> </tr> <tr> <td>(c)</td> <td>12-49.32N</td> <td>080-40.90E</td> <td>(d)</td> <td>12-48.82N</td> <td>080-43.56E</td> </tr> <tr> <td>(e)</td> <td>12-46.23N</td> <td>080-50.79E</td> <td>(f)</td> <td>11-27.29N</td> <td>083-24.98E</td> </tr> <tr> <td>(g)</td> <td>09-35.03N</td> <td>086-08.29E</td> <td>(h)</td> <td>08-00.28N</td> <td>088-27.14E</td> </tr> <tr> <td>(j)</td> <td>06-55.11N</td> <td>089-57.34E</td> <td>(k)</td> <td>06-55.01N</td> <td>090-00.13E</td> </tr> <tr> <td>(l)</td> <td>06-36.79N</td> <td>090-49.78E</td> <td>(m)</td> <td>06-18.01N</td> <td>091-56.36E</td> </tr> <tr> <td>(n)</td> <td>06-00.84N</td> <td>092-59.30E</td> <td>(p)</td> <td>06-04.28N</td> <td>093-24.30E</td> </tr> <tr> <td>(q)</td> <td>06-22.48N</td> <td>094-08.92E</td> <td>(r)</td> <td>06-31.12N</td> <td>094-33.34E</td> </tr> <tr> <td>(s)</td> <td>06-31.24N</td> <td>094-34.79E</td> <td></td> <td></td> <td></td> </tr> </table> <p>2. Wide bearth of 01 nm around vessel requested  3. Cancel this MSG 200001 UTC Mar 15</p>	(a)	13-00.81N	080-17.59E	(b)	12-54.35N	080-29.29E	(c)	12-49.32N	080-40.90E	(d)	12-48.82N	080-43.56E	(e)	12-46.23N	080-50.79E	(f)	11-27.29N	083-24.98E	(g)	09-35.03N	086-08.29E	(h)	08-00.28N	088-27.14E	(j)	06-55.11N	089-57.34E	(k)	06-55.01N	090-00.13E	(l)	06-36.79N	090-49.78E	(m)	06-18.01N	091-56.36E	(n)	06-00.84N	092-59.30E	(p)	06-04.28N	093-24.30E	(q)	06-22.48N	094-08.92E	(r)	06-31.12N	094-33.34E	(s)	06-31.24N	094-34.79E			
(a)	13-00.81N	080-17.59E	(b)	12-54.35N	080-29.29E																																																	
(c)	12-49.32N	080-40.90E	(d)	12-48.82N	080-43.56E																																																	
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(g)	09-35.03N	086-08.29E	(h)	08-00.28N	088-27.14E																																																	
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(n)	06-00.84N	092-59.30E	(p)	06-04.28N	093-24.30E																																																	
(q)	06-22.48N	094-08.92E	(r)	06-31.12N	094-33.34E																																																	
(s)	06-31.24N	094-34.79E																																																				
<b>133. India East Coast – Off Sacramento Shoal.</b> Charts 32 355 INT 71 INT 706. Vessel Mermaid Discovery progressing geo physical survey till 30 Apr 15 in area bounded by <table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">(a)</td> <td style="width: 20%;">16-26.39N</td> <td style="width: 20%;">082-20.32E</td> <td style="width: 15%;">(b)</td> <td style="width: 20%;">16-26.30N</td> <td style="width: 20%;">082-27.09E</td> </tr> <tr> <td>(c)</td> <td>16-12.28N</td> <td>082-27.06E</td> <td>(d)</td> <td>16-01.41N</td> <td>082-17.12E</td> </tr> <tr> <td>(e)</td> <td>16-05.11N</td> <td>082-13.14E</td> <td>(f)</td> <td>16-09.02N</td> <td>082-16.88E</td> </tr> <tr> <td>(g)</td> <td>16-15.04N</td> <td>082-16.86E</td> <td>(h)</td> <td>16-20.00N</td> <td>082-13.40E</td> </tr> </table> <p>2. Cancel this MSG 010001 UTC May 15</p>	(a)	16-26.39N	082-20.32E	(b)	16-26.30N	082-27.09E	(c)	16-12.28N	082-27.06E	(d)	16-01.41N	082-17.12E	(e)	16-05.11N	082-13.14E	(f)	16-09.02N	082-16.88E	(g)	16-15.04N	082-16.86E	(h)	16-20.00N	082-13.40E																														
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(g)	16-15.04N	082-16.86E	(h)	16-20.00N	082-13.40E																																																	
<b>134. Cancel NAVAREA VIII 097/15. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 231004 UTC Feb 15 <table style="width: 100%; border: none;"> <tr> <td style="width: 45%;">ABAN II</td> <td style="width: 25%;">16-39.14N</td> <td style="width: 30%;">082-22.72E</td> </tr> <tr> <td>ACTINIA</td> <td>16-16.44N</td> <td>082-11.80E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-24.53N</td> <td>082-02.93E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-2</td> <td>16-41.80N</td> <td>082-41.50E</td> </tr> <tr> <td>PLATINUM EXPLORER</td> <td>16-31.80N</td> <td>082-29.70E</td> </tr> <tr> <td>GSF-140</td> <td>16-24.70N</td> <td>082-23.30E</td> </tr> <tr> <td>HERCULES 208</td> <td>17-01.93N</td> <td>082-20.35E (New)</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-18.17N</td> <td>082-13.78E</td> </tr> <tr> <td>SAGAR VIJAY</td> <td>16-32.72N</td> <td>082-28.36E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-22.04N</td> <td>081-59.25E</td> </tr> </table> <p>2. Wide berth requested</p>	ABAN II	16-39.14N	082-22.72E	ACTINIA	16-16.44N	082-11.80E	DEEP SEA MATDRILL	16-24.53N	082-02.93E	DSR DHIRUBHAI DEEPWATER KG-2	16-41.80N	082-41.50E	PLATINUM EXPLORER	16-31.80N	082-29.70E	GSF-140	16-24.70N	082-23.30E	HERCULES 208	17-01.93N	082-20.35E (New)	NOBLE DUCHESS	16-18.17N	082-13.78E	SAGAR VIJAY	16-32.72N	082-28.36E	SAGAR RATNA	16-22.04N	081-59.25E																								
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NOBLE DUCHESS	16-18.17N	082-13.78E																																																				
SAGAR VIJAY	16-32.72N	082-28.36E																																																				
SAGAR RATNA	16-22.04N	081-59.25E																																																				



<b>135. Cancel NAVAREA VIII 100 126/15 and this MSG.</b>																								
<b>136. India West Coast – Off Mumbai.</b> Charts 21 210 211 254 292 INT 71. Vessel WG Vespucci progressing seismic survey till 30 Apr 15 in area bounded by <table border="0"> <tr> <td>(a)</td> <td>19-30.95N</td> <td>072-36.76E</td> <td>(b)</td> <td>19-44.38N</td> <td>072-36.75E</td> </tr> <tr> <td>(c)</td> <td>19-52.12N</td> <td>072-24.31E</td> <td>(d)</td> <td>19-52.11N</td> <td>071-48.41E</td> </tr> <tr> <td>(e)</td> <td>19-30.77N</td> <td>071-48.45E</td> <td></td> <td></td> <td></td> </tr> </table> <p>2. Vessel towing 06 seismic cables of 3.6 nm length marked with yellow buoy with flashing light  3. Wide berth 05 nm astern and 02 nm ahead and abeam requested  4. Cancel this MSG 010001 UTC May 15</p>	(a)	19-30.95N	072-36.76E	(b)	19-44.38N	072-36.75E	(c)	19-52.12N	072-24.31E	(d)	19-52.11N	071-48.41E	(e)	19-30.77N	071-48.45E									
(a)	19-30.95N	072-36.76E	(b)	19-44.38N	072-36.75E																			
(c)	19-52.12N	072-24.31E	(d)	19-52.11N	071-48.41E																			
(e)	19-30.77N	071-48.45E																						
<b>137. Indian Ocean.</b> Charts INT 70 INT 73. White sailing catamaran (11.7 mtr length) reported overdue with 03 crew on passage from Cape Town to Phuket. Last reported position 26-18S 080-00E at 181111utc Jan 15 2. Vessels transiting through area to render assistance																								
<b>138. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by naval coast battery <table border="0"> <tr> <td>Date</td> <td>Time (UTC)</td> </tr> <tr> <td>03 Mar 15</td> <td>0900 TO 1200 and 1230 to 1430</td> </tr> <tr> <td>06 Mar 15</td> <td>0900 TO 1200</td> </tr> <tr> <td>10 Mar 15</td> <td>0900 TO 1200</td> </tr> <tr> <td>13 Mar 15</td> <td>0900 TO 1200</td> </tr> <tr> <td>17 Mar 15</td> <td>0900 TO 1200</td> </tr> <tr> <td>20 Mar 15</td> <td>0900 TO 1200 and 1230 to 1430</td> </tr> <tr> <td>24 Mar 15</td> <td>0900 TO 1200</td> </tr> </table> <p>2. Firing area bounded by:  <table border="0"> <tr> <td>(a) 09-57.5N</td> <td>075-59.5E</td> <td>(b) 09-57.7N</td> <td>076-14.2E</td> </tr> <tr> <td>(c) 09-44.0N</td> <td>076-17.5E</td> <td>(d) 09-42.5N</td> <td>076-09.5E</td> </tr> </table> <p>3. Safe flying height 10000 mtrs  4. Cancel this MSG 241300 UTC Mar 15</p> </p>	Date	Time (UTC)	03 Mar 15	0900 TO 1200 and 1230 to 1430	06 Mar 15	0900 TO 1200	10 Mar 15	0900 TO 1200	13 Mar 15	0900 TO 1200	17 Mar 15	0900 TO 1200	20 Mar 15	0900 TO 1200 and 1230 to 1430	24 Mar 15	0900 TO 1200	(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
Date	Time (UTC)																							
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13 Mar 15	0900 TO 1200																							
17 Mar 15	0900 TO 1200																							
20 Mar 15	0900 TO 1200 and 1230 to 1430																							
24 Mar 15	0900 TO 1200																							
(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																					
<b>139. India West Coast – Jakhau.</b> Charts 21 201 202 250 251 271 INT 71. Three barges sunk in vicinity of 23-09N 068-28E. one crew missing. Barge SP-1 reported grounded in position 23-13.35N 068-34.78E 2. Caution advised																								
<b>140. India East Coast – Gopalpur.</b> Charts 31 352 353 391 3005 INT 706. 2. Army air defence firing scheduled from 032330-061730 and 112330-141730 and 222330-281730 Mar and 292330 Mar-011730 Apr 15 in area bounded by <table border="0"> <tr> <td>(a) 19-14.60N</td> <td>084-53.70E</td> <td>(b) 19-07.39N</td> <td>085-35.94E</td> <td>(c) 18-33.61N</td> <td>084-53.74E</td> </tr> </table> <p>of 42 nm radius joining point (b) and (c)  safe flying height 6100 mtrs  3. PTA flight scheduled from 032330-061730 and 112330-141730 and 222330-281730 Mar and 292330 Mar-011730 Apr 15 in area bounded by  <table border="0"> <tr> <td>(a) 19-17.67N</td> <td>084-55.21E</td> <td>(b) 19-10.75N</td> <td>084-47.38E</td> </tr> <tr> <td>(c) 18-56.03N</td> <td>084-52.64E</td> <td>(d) 19-12.33N</td> <td>085-14.92E</td> </tr> </table> <p>safe flying height 1550 mtr  4. No overflight and vessels permitted in area  5. Cancel this MSG 011830 UTC Apr 15.</p> </p>	(a) 19-14.60N	084-53.70E	(b) 19-07.39N	085-35.94E	(c) 18-33.61N	084-53.74E	(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										
(a) 19-14.60N	084-53.70E	(b) 19-07.39N	085-35.94E	(c) 18-33.61N	084-53.74E																			
(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																					
<b>141. Cancel NAVAREA VIII 139/15. India West Coast – Jakhau.</b> Charts 21 201 202 250 251 271 INT 71. Three barges reported sunk in position <table border="0"> <tr> <td>Name</td> <td>PA</td> </tr> <tr> <td>Sea Pearl</td> <td>23-09.00N 068-28.00E</td> </tr> <tr> <td>Somaya</td> <td>23-08-76N 068-29.33E</td> </tr> <tr> <td>Barge Noor-1</td> <td>23-07.17N 068-39.02E</td> </tr> </table> <p>2. Barge SP-1 reported grounded in position 23-13.35N 068-34.78E  3. Caution advised</p>	Name	PA	Sea Pearl	23-09.00N 068-28.00E	Somaya	23-08-76N 068-29.33E	Barge Noor-1	23-07.17N 068-39.02E																
Name	PA																							
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Somaya	23-08-76N 068-29.33E																							
Barge Noor-1	23-07.17N 068-39.02E																							
<b>142. India East Coast – Bay of Bengal.</b> Charts 32 33 356 INT 706. Firing by naval aircraft scheduled from 0230-1130 UTC from 01-07 and 15-21 Mar 15 2. Danger zone extending upto 15 nm around 13-50N 081-40E 3. Safe flying ht 3100 mtrs 4. Cancel this MSG 211230 UTC Mar 15																								
<b>143. Cancel NAVAREA VIII 082 136 /15.</b> India West Coast – Off Mumbai. Charts 21 210 211 254 292 INT 71. Vessels WG Magellan and WG Vespucci progressing seismic survey till 30 Apr 15 in area bounded by <table border="0"> <tr> <td>(a)</td> <td>18-58.00N</td> <td>072-34.13E</td> <td>(b)</td> <td>19-22.75N</td> <td>072-36.73E</td> </tr> <tr> <td>(c)</td> <td>19-44.38N</td> <td>072-36.75E</td> <td>(d)</td> <td>19-52.12N</td> <td>072-24.30E</td> </tr> <tr> <td>(e)</td> <td>19-52.11N</td> <td>071-48.41E</td> <td>(f)</td> <td>18-58.00N</td> <td>071-48.46E</td> </tr> </table> <p>2. Vessels towing 08 seismic cables of 3.6 nm length with yellow tail buoy with fl lt</p>	(a)	18-58.00N	072-34.13E	(b)	19-22.75N	072-36.73E	(c)	19-44.38N	072-36.75E	(d)	19-52.12N	072-24.30E	(e)	19-52.11N	071-48.41E	(f)	18-58.00N	071-48.46E						
(a)	18-58.00N	072-34.13E	(b)	19-22.75N	072-36.73E																			
(c)	19-44.38N	072-36.75E	(d)	19-52.12N	072-24.30E																			
(e)	19-52.11N	071-48.41E	(f)	18-58.00N	071-48.46E																			

<b>143. Continued.</b>
3. Wide berth of 05 nm astern and 02 nm ahead and abeam requested
4. Cancel this MSG 010001 UTC May 15
<b>144. North Indian Ocean.</b> Charts INT 71 INT 707. Vessel MV Geo Hind sagar will progress seismic survey from 01-25 Mar 15 in area bounded by
(a) 01-40N 076-50E (b) 00-40N 076-50E
(c) 00-40N 091-40E (d) 01-40N 091-40E
2. Vessel towing 01 seismic cable of 05 nm length marked with yellow tail buoy with fl strobe lt
3. Wide berth of 08 nm requested
4. Cancel this MSG 260001 UTC Mar 15
<b>145. India East Coast – Paradip.</b> Charts 31 352 3010 INT 706. Paradip DGPS station off air on 01 Mar from 0030-0930 UTC
2. Cancel this MSG 011030 UTC Mar 15
<b>146. NAVAREA VIII warnings in force as on 27 Feb 2015</b>
<b>2013 Series</b> – 035 228 662
<b>2014 Series</b> – 111 211 233 241 310 311 336 398 405 406 415 438 439 440 467 476 489 555 575 586 614 654 662 668 676
<b>2015 Series</b> - 025 030 041 055 068 077 081 089 090 091 099 114 115 119 120 122 124 125 127 129 132 133 134 137 138 140 141 142 143 144 145
(a) NAVAREA VIII warnings less than 42 days old (041/15 onward) promulgated via safetyNET
(b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>
(c) Text of NAVAREA VIII warnings also printed in fortnightly Indian N to M
2. Cancel this MSG 061006 UTC Mar 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. 24 dated 15 Dec 2014)*

NIL

**INP 31(2), 2014**

*(Last correction: Edition No. 04 dated 16 Feb 2015)*

RADAR BEACONS

**PAGE 16, IRAQ**

*Insert new entry below 78720, Al Basrah (Al Bakr) SPM – 2:*

<b>Al Basrah (Al Bakr) SPM – 5</b>	29°39'.31N 48°50'.80E	3				<b>U</b>		<b>78725</b>
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*(Source: BA 10/15)*

*(05/15)*

**INP 31(5), 2011**

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

NIL

**INP 31(6), 2012**

*(Last correction: Edition No. 04 dated 16 Feb 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.

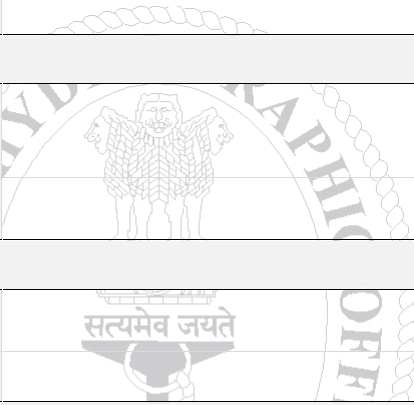



<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object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



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

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

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



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

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

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

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

**AFTN: VABBYXYC**