



INDIAN NOTICES TO MARINERS



EDITION NO. 07 DATED 01 APR 2014

(CONTAINS NOTICES 072 TO 077)

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

FEEDBACK: msis-incho-navy@nic.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC's AND PUBLICATION

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

NIL

2. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2503	APPROACHES TO CARGADOS CARAJOS SHOALS	75,000	New Chart
2045 (INT7360)	PORT OF KOCHI	7,500	New Chart
2079 (INT7329)	APPROACHES TO MUNDRA PORT	37,500	New Chart
2082	APPROACHES TO DAHEJ	25,000	New Chart

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN52031H	2031	OKHA HARBOUR	04-03-2014
IN63034P	3034	KRISHNAPATNAM PORT	11-03-2014
IN43034R	3034	APPROACHES TO KRISHNAPATNAM	11-03-2014

4. The new edition Indian Electronic Navigational Charts that are available for mariners in the market are as follows:-

NIL

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

<i>ENC Cell No</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN52031O	2031	OKHA HARBOUR	16-08-2011
IN63034K	3034	KRISHNAPATNAM PORT	15-04-2011
IN43034A	3034	APPROACHES TO KRISHNAPATNAM	15-04-2011

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: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk	JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: enc@jeppesen.com , info@c-map.co.no Website: www.jeppesen.com
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	



TEMPORARY AND PRELIMINARY NOTICES

In Force 01 Apr 2014

(Former In Force List dated 01 Jan 2014 is cancelled)

Cancelled Notices

Area Notice No.

- | | |
|---|-------------------------------------|
| 1 | Nil. |
| 2 | 251/12,258/12,041/13,042/13,117/13. |
| 3 | 181/13 |
| 4 | Nil. |
-

31. AFRICA EAST COAST, MADAGASCAR, RED SEA, ARABIA, PERSIAN GULF, PAKISTAN.

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
445/06	20 – 21 – 286 – 291 – 2088 – 2094 – 2095 – 2096 – 7703 (INT 703) – 7705 (INT 705) – 8009 – 8010.	ARABIAN SEA – RED SEA – Submarine cables.
354/08	20 – 289.	UNITED ARAB EMIRATES – Jazirat Das to Ras al Qila – Submarine pipeline.
216/13	2086.	INDIAN OCEAN – MAURITIUS- Approaches to Port Louis – Works. Buoys.

2. INDIA WEST COAST – INDIAN OCEAN.

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
085/09	2047.	INDIA – LAKSHADWEEP – Plans in Lakshadweep – Kalpitti to Parali Island – Agatti – Jetty.
152/11	2081 – 2100.	INDIA – WEST COAST – Pipavav Port – Dredging.
182/12	21 – 22 (INT 752) – 249 – 250 – 291 – 292 (INT 7021) – 293 (INT 7022).	INDIA – ARABIAN SEA – Argo Floats.
257/12	217 – 258 (INT 7348) – 272 – 293 (INT 7022) – 2002 (INT 7351) – 2052 (INT 7350).	INDIA – WEST COAST – Ports of New Mangalore and Mangalore – Buoys. Dredging.
269/12	2022 (INT 7345) – 2020 – 2078 (INT 7346).	INDIA – WEST COAST – Port of Mormugao – Dredging.
038/13	2065.	INDIA – WEST COAST – Port Dabhol – Buoy.
111/13	21 – 22 (INT 752) – 23 – 268 (INT 7353) – 273 – 292 (INT 7021) – 293 (INT 7022) – 7703 (INT 703) – 7705 (INT 705) – 7706 (INT 706).	INDIA – WEST COAST – Arabian Sea – Data Buoys. Tsunami Buoy.

2. INDIA WEST COAST – INDIAN OCEAN (Continued).

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129/13	211 – 2016 (INT 7336) – 2015 (INT 7337) – 2001 – 2076 (INT 7338).	INDIA – WEST COAST – Mumbai Harbour – Dredging Operation.
130/13	21 – 22 (INT 752) – 255 (INT 7334) – 211 – 292 – (INT 7021) – 293 (INT 7022) – 2016 (INT 7336).	INDIA – WEST COAST – Inner Approaches to Mumbai – Wreck Marking Buoys.
134/13	21 – 22 (INT 752) – 211 – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022) – 2016 (INT 7336).	INDIA – WEST COAST – off Mumbai – Buoy.
049/13	21 – 22 (INT 752) – 23 – 32 (INT 754) – 214 – 215 – 221–253 (INT 7328) – 257 (INT 7343) – 259 (INT 7356) – 260 (INT 7362 – 261 – 263 (INT 7383) – 272 – 292 (INT 7021) – 293 (INT 7022).	INDIA – WEST COAST – Arabian Sea – ADCP Moorings.
055/13	2004 (INT7359) – 2029 (INT 7358) – 2045 (INT7360).	INDIA – WEST COAST – Port of Kochi – Kochi Harbour – Dredging. Channel Limit.
065/13	23, 31, 33, 7070 (INT 70), 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7702 (INT 702), 7703 (INT 703), 7706 (INT 706), 7707 (INT 707), 7708 (INT 708)	INDIAN OCEAN – Data Buoys.

3. INDIA EAST COAST – ANDAMAN NICOBAR, SRI LANKA, MYANMAR.

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
237/10	406 – 4010.	ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay – Light.
145/11	351 – 301 – 3011 (INT 7421).	INDIA – EAST COAST – Approaches to Hugli River. Works.
094/12	33 – 41 (INT 757) – 402 – 403 – 404 – 405 – 406 – 407 – 408 – 409 – 471 – 472 (INT 7032) – 473 (INT 7031) – 4016 – 4035.	INDIA – ANDAMAN SEA – Fish Aggregating Devices.
183/12	31 – 32 (INT 754) – 33 – 354 (INT 7408).	INDIA – BAY OF BENGAL – Argo Floats.
212/12	3034.	INDIA – EAST COAST – Krishnapatnam Port – Port Development. Dredging.
225/12	31 – 321 – 322 – 371 – 3020.	BAY OF BENGAL – MYANMAR COAST – Combermere Bay to Cheduba Strait – Platform.
064/13	31 – 32 (INT 754) – 308 – 352 (INT 7416) – 354 (INT 7408) – 355 (INT 7405) – 357 (INT 7397) – 391	INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.
239/12	352 (INT 7416) – 3010 (INT 7418).	INDIA – EAST COAST – Paradip Port – Dredging. Restricted Area.
288/12	31 – 32 (INT 754) – 354 (INT 7408) – 355 (INT 7405) – 391 – 7071 (INT 71) – 7073 (INT 73) – 7706 (INT 706).	INDIA – EAST COAST – Bay of Bengal – Drilling Operation.

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3. INDIA EAST COAST – ANDAMAN NICOBAR, SRI LANKA, MYANMAR (Continued).

118/13	31 – 32(INT 754) – 33 – 41(INT 757) – 292 (INT 7021) – 404 – 405 – 472 (INT 7032) – 473 (INT 7031) – 7706 (INT 706) – 7707 (INT 707).	INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys. Tsunami Buoys.
159/13	31 – 41 (INT757) – 409 – 471 – 472 – 4035 – 4039.	INDIA – ANDAMAN SEA – Nicobar Island – Campbell Bay – Jetty.
195/13	352(INT7416) – 3005.	INDIA – EAST COAST – Gopalpur Port – Breakwater. Wrecks. Onshore Installation.

4. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA

383/03	33 – 41(INT 757).	INDONESIA – Sumatera – North and Northwest Coasts – Restricted area.
377/07	7508 (INT 508).	INDONESIA – Sumatera – Pulau Belitung West Coast – Tanjungpandan to Jawa North Coast – Pakis – Submarine cable.
238/10	41 (INT 757) – 471.	INDONESIA – Sumatera – North West Coast – Pulau Bunta –Lights.

SECTION – I

The list of charts affected by the Notices 072 to 077 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
258(INT 7348)	3	073
407	6	077
472(INT 7032)	6	077
2033	2	072
2045(INT 7360)	3	074
2047	4	076
2082	2	072
2112	2	072
3035	5	075
4032	6	077



SECTION – II

PERMANENT NOTICES

***072/(07/14) Miscellaneous updates to charts**

Source: NHO Dehradun.		
Chart	Previous Update	Details
2082	067/14	Amend reference INM 067/(06/14): For, 21° 40′.45N., 72° 30′.91E., read as: 21° 40′.45N., 72° 31′.91E.
2112	Refer Notices to Mariners Edition No.- 05/2014 dated 01 Mar 2014 Page V “NEWLY PUBLISHED INDIAN CHARTS, ENC’s AND PUBLICATION” Delete : Serial 1, Row ii for chart 2112- Hakdi Creek (Sanghi Jetty)	
2033	INM 038/(02/14) to read as follows:	
	Amend : Read previous update 280/11	

***073/(07/14) INDIA – WEST COAST – Kundapura (Coondapoor) to Badagara – Depth. Contour. Submarine Cable. Legend.**

Source: NHO Dehradun.

Chart 258 (INT 7348) [previous update 035/14]

Insert accompanying block showing amendments to Depths and Contour centered on: 11° 30′.00N., 74° 15′.00E.

***074/(07/14) INDIA – WEST COAST – Port of Kochi – Depth. Coastline. Contour. Legend.**

Source: NHO Dehradun.

Chart 2045 (INT 7360) [previous update 056/14]

Insert accompanying block A showing amendments to Coastline, Depths and Contour centered on: 09° 58′.26N., 76° 13′.76E.
accompanying block B showing amendments to Coastline, Depths and Contour centered on: 09° 58′.74N., 76° 15′.00E.

***075 (07/14) INDIA – EAST COAST – Gangavaram Port- Jetty.**

Source: NHO.

Chart 3035 [previous update NC 15 Nov 12]

Insert Jetty, single firm line, joining: 17° 37′.368N., 83° 14′.575E.
17° 37′.273N., 83° 14′.404E.
17° 37′.356N., 83° 14′.582E.
17° 37′.263N., 83° 14′.414E.
17° 37′.330N., 83° 14′.460E.



***076/(07/14) INDIA – LAKSHADWEEP – Kadmat Island – Buoys.**

Source: NHO Dehradun.

Chart 2047 [previous update 069/14]

Insert  11° 13′.35N., 72° 46′.26E.

Delete  11° 13′.35N., 72° 45′.26E.

***077/(07/14) INDIA – ANDMAN SEA – Nicobar Island – Sawai Bay and Malacca Anchorage – Light.**

Source: NHO.

Chart 472(INT 7032) [previous update 072/13]

Delete  F.13M

09° 10′.40N., 92° 49′.70E.

Chart 407 [previous update 062/13]

Delete  F.13M

09° 10′.40N., 92° 49′.70E.

Chart 4032 [previous update 282/12]

Delete  F.13M

09° 10′.45N., 92° 49′.68E.



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

NIL



SECTION – IV **MARINE INFORMATION**

1. NAVTEX TRANSMISSION

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

(Source – DG Shipping)

2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS

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

(Source - NAVAREA VIII Warning 100/12)

3. DISPLAY ANOMALIES IN ECDIS

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

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

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

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

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

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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. WORLD-WIDE NAVIGATIONAL WARNING SERVICE SECOND SURVEY TO ASSESS THE QUALITY OF MSI SERVICES

The International Hydrographic Organization's World-Wide Navigational Warning Service (WWNWS) is conducting a survey concerning the quality of Maritime Safety Information broadcast via SAFETYNET and NAVTEX to identify measures to improve service. It provides an opportunity to comment on the quality of the content and reception of Navigational Warnings provided by each NAVAREA coordinator. Please visit <http://www.needtopopulatethis.com> to complete the short survey. The World Meteorological Organization offers a similar survey regarding the World-Wide Meteorological Information and warning service available at: www.jcomm.info/mmms. Your participation is greatly appreciated and valued.



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:-

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	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	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
Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, 08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com	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	Bogerd Martin Tianjin(China Branch) 2-B101 FTZ Hi-Tech Development Centre 131 Haibin 9 Road 300461 Tianjin China Ph: +86 22 257 62 721 Fax: +86 22 257 62 722 Email: charts-tj@martincn.com
C-Map Holland Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie cor@chartworx.nl		

List of Indian Chart Agents.

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: sales@bogerdmartin.com, sarmarin@vsnl.com	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: ewsbom@bom3.vsnl.net.in
M/s C & C Marine Combine 25 Bank Street, 1 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publications 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammampeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : maalakshmitravel@hotmai.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: raj_chakravorty@yahoo.com info@c-map.co.in Website: www.c-map.co.in
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in charts@mtnl.net.in	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com pramod@inspireship.com
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: liftmarine77@yahoo.co.in liftmarine77@gmail.com	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: ashishkantha@gmiindia.in Web: www.gmiindia.in
Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: elemulti.services69@yahoo.com	L.R Marnie services 321, 3 rd floor, birya house, 265, perin nariman street, Fort, Mumbai – 400 001 Tel: + 91 9773779348/ 9821460258 Email: lrcharts@gmail.com lrmarine@live.com

SECTION – V

NAVAREA – VIII WARNINGS IN FORCE

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

2. NAVAREA VIII Warnings inforce as on 31 Mar 14:

2013 SERIES – 012 035 160 197 228 303 320 335 343 370 374 428 430 451 473 493 506 540
547 626 662 665 672 680 712 714

2014 SERIES – 015 038 058 059 077 079 089 093 097 098 111 113 119 123 129 135 139 144
151 153 154 162 164 173 174 175 176 177 178 182 183 186 187 188 189 191 192 193

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

150.	India Ocean – Northern Portion. Charts INT 71 INT 73 INT 707. Boat with red coloured hull (metal hull length approx 15 metres) reported capsized and adrift in vicinity 03-38.3S 085-56.3E on 170510UTC Mar 14.				
2.	Cancel this MSG 211001 UTC Mar 14.				
151.	Cancel NAVAREA VIII 147/14. Indian Ocean - Off Tanzania. Charts INT 70 INT 71 INT 701. Rig list.				
	Belfort	10-29.81S	040-44.41E		
	Deepwater Millennium	10-37.39S	040-50.82E		
	Saippem 10000	11-28.70S	041-14.60E		
2.	Wide berth requested.				
152.	Indian Ocean – Andaman Sea. Charts 31 41 473 INT 71 INT 706. Firing exercise is in progress by Myanmar naval ships till 27 Mar 14 in area bounded by				
	(a)	14-36N	094-06E	(b)	14-36N 094-47E
	(c)	13-56N	094-47E	(d)	13-56N 094-06E
2.	Wide berth of 2.5 NM around the operation area requested.				
3.	Cancel this MSG 281930 UTC Mar 14.				
153.	Indian Ocean – Andaman Sea. Charts 41 INT 71 INT 73 INT 706. Development drilling campaign is in progress by tender assisted drilling rig KM-1(call sign-9MLN6) till 02 Jul 14 in position 13-08.76N 096-52.66E (Yetagun north development).				
2.	Wide berth of 2.5 NM around the area requested.				
3.	Cancel this MSG 031831 UTC Jul 14.				
154.	Andaman Sea – Gulf of Martaban. Charts 41 410 411 452 INT 706. Following buoys established at Yangon river western channel entrance.				
	(1)	Intermediate (FL: G, 4 sec) at 16-23.70N 096-21.21E			
	(2)	Lower Spit (FL: G, 2 sec) at 16-24.48N 096-21.51E			
	(3)	Center Spit (FL: G, 3 sec) at 16-25.46N 096-21.99E			
	(4)	Upper Spit (FL: G, quick) at 16-26.60N 096-21.65E			
	(5)	Additional Lower Western (FL: R, 4 sec) at 16-24.20N 096-20.32E			
	(6)	Lower Western (FL: R, 3 sec) at 16-24.81N 096-20.89E			
	(7)	Center Western (FL: R, 2 sec) at 16-25.58N 096-21.12E			
	(8)	Additional Upper Western (FL: R, 2 sec) at 16-26.33N 096-20.60E			
	b.	The vessels which are entering into harbour are to keep the buoys no (1) to (4) mention above on starboard side and no (5) to (8) on port side and vice-versa.			
155.	Bay of Bengal – Northern Portion. Charts 31 371 INT 71 INT 73 INT 706. Survey vessel MV Ramform Explorer is carrying out 3D marine seismic acquisition survey till 24 Mar 14 in area bounded by.				
	(a)	19-41.98N	091-41.76E	(b)	20-00.60N 091-55.33E
	(c)	20-02.06N	091-56.83E	(d)	19-58.61N 092-02.25E
	(e)	19-53.25N	091-58.33E	(f)	19-40.11N 092-06.48E
	(g)	19-35.83N	092-03.36E	(h)	19-35.86N 091-45.53E
2.	Wide berth of 03 NM around the area requested.				
3.	Cancel this MSG 251831UTC Mar 14.				
156.	Bay of Bengal – Northern Portion. Charts 31 INT 71 INT 73 INT 706. Man overboard reported by MV APJ Jad in vicinity 16-02N 085-34E at 181700 UTC Mar 14.				

2.	Vessels transiting through the area to keep sharp look out and render assistance.		
157.	CANCEL NAVAREA VIII 143/14 AND THIS MSG. Narmada channel marking buoy No 7, 8 And 9 relaid.		
158.	India West Coast – Gulf of Khambhat. Charts 21 207 254 292 INT 705. Narmada channel marking buoy no 5 temporarily removed.		
159.	CANCEL NAVAREA VIII 148/14. Indian Ocean – Northern Part. Charts 31 32 33 308 354 INT 71 INT 706. Experimental flight trial scheduled from ITR launch complex between 0630 UTC to 1030 UTC daily on 22 Mar, 24 Mar and 26 Mar 14. Danger zone bounded by		
	(a) 17-40.15N 083-35.80E	(b) 15-00.68N 082-55.90E	
	(c) 10-42.78S 089-29.50E	(d) 09-40.83S 093-15.33E	
	(e) 08-09.73S 096-50.05E	(f) 16-03.80N 085-56.98E	
	(g) 17-41.71N 083-40.26E		
2.	Caution advised.		
3.	Cancel this MSG 261130 UTC Mar 14.		
160.	Cancel NAVAREA VIII 158/14. India West Coast – Gulf of Khambhat. Charts 21 207 254 292 INT 705. Narmada channel marking buoy no 3 and 5 temporarily removed.		
161.	Cancel NAVAREA VIII 083/14 and this MSG. Section VII of INM edition 06/14 refers.		
162.	India East Coast- Bay Of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 201003 UTC Mar 14.		
	ABAN II	15-01.03N	080-10.12E
	ACTINIA	16-26.83N	082-21.29E
	DEEP SEA MATDRILL	16-33.83N	082-19.90E
	DSR DHIRUBHAI DEEPWATER KG-1	11-43.56N	080-33.15E
	DSR DHIRUBHAI DEEPWATER KG-2	16-41.34N	082-41.53E
	DSR PLATINUM EXPLORER	19-38.90N	087-23.90E
	GSF-140	16-27.12N	082-28.43E
	HERCULES TRIUMPH	16-28.46N	082-12.60E
	HERCULES 208	16-23.93N	082-07.94E
	MG HULME JR	16-35.05N	082-25.35E
	NOBLE DUCHESS	16-29.36N	082-23.88E
	SAGAR RATNA	15-17.29N	080-08.50E
	D S SAGAR VIJAY	16-19.08N	082-16.00E
	DSR GSF EXPLORER	16-05.00N	082-14.01E
	SAGAR BHUSHAN	16-33.29N	082-23.76E
	WIDE BERTH REQUESTED		
2.	Cancel NAVAREA VIII 134/14.		
163.	Cancel NAVAREA VIII 160/14. India West Coast – Gulf of Khambhat. Charts 21 207 254 292 INT 705. Narmada channel marking buoy no 2, 3 and 5 temporarily removed.		
164.	Bay of Bengal – Northern Portion. Charts 31 360 361 INT 71 INT 706. Firing exercise will be carried out by Bangladesh Air Force between 0230 UTC to 1200 UTC daily from 16 Mar to 10 Apr 14 in area bounded by		
	(a) 21-55.00N 091-27.83E	(b) 21-55.00N 091-47.82E	
	(c) 21-30.05N 091-27.83E	(d) 21-30.05N 091-47.82E	
2.	Caution advised.		
3.	Cancel this MSG 101300 UTC Apr 14.		
165.	Indian Ocean – Gulf of Martaban. Charts 41 410 451 452 INT 71 INT 706. Firing exercise will be carried out by Myanmar naval ships on 26 Mar 14 in area bounded by		
	(a) 15-52.00N 096-14.25E	(b) 15-52.00N 096-28.75E	
	(c) 15-38.00N 096-14.25E	(d) 15-38.00N 096-28.75E	
2.	Wide berth of 2.5 NM around the operation area requested.		
3.	Cancel this MSG 261930 UTC Mar 14.		
166.	India East Coast- Bay Of Bengal. Charts 31 351 352 INT 71 INT 706. Experimental flight trial scheduled from ITR launch complex between 0400 UTC to 0800 UTC daily on 28 Mar and 29 Mar 14. Danger zone bounded by		
	(a) 21-22.30N 086-55.75E	(b) 21-09.28N 086-51.95E	
	(c) 20-46.37N 087-10.18E	(d) 18-23.38N 088-04.32E	
	(e) 18-37.25N 088-35.85E	(f) 18-55.90N 089-04.50E	
	(g) 20-52.92N 087-22.33E	(h) 21-19.65N 087-10.62E	
	(j) 21-22.68N 086-56.45E		
2.	Caution advised.		
3.	Cancel this MSG 290900 UTC Mar 14.		
167.	India East Coast- Chennai. Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice by naval coast battery from position 13-07.02N 080-18.01E from 0530 UTC to 0730 UTC on 28 Mar 14.		

179. Cancel NAVAREA VIII 163/14. India West Coast – Gulf of Khambhat. Charts 21 207 254 292 INT 705. Narmada channel marking buoy no 3, 5 and Sultanpur buoy temporarily removed.						
180. Cancel NAVAREA VIII 159/14 and this MSG.						
181. India West Coast- Gulf of Khambhat. Charts 21 209 210 254 292 INT 71. Firing practice by coast guard aircraft from 0130 UTC to 1030 UTC on 27 Mar 14 in area bounded by						
(a)	20-18.50N	072-02.50E	(b)	20-18.50N	072-15.00E	
(c)	20-09.50N	072-12.00E	(d)	20-09.50N	072-00.00E	
2.	Safe flying height 1600 metres.					
3.	Cancel this MSG 271130 UTC Mar 14.					
182. India East Coast – Off Suryalanka. Charts 31 32 355 3026 INT 706. firing exercise will be carried out between 0130 UTC 1530 UTC from 02 Apr to 04 Apr 14 from position 15-50.50N 080-29.50E.						
2.	Danger area is an arc of 60 NM radius between 100 degree and 210 degree from firing point.					
3.	Caution advised.					
4.	Cancel this MSG on 041630 UTC Apr 14.					
183. Cancel NAVAREA VIII 179/14. India west coast – gulf of Khambhat. Charts 21 207 254 292 INT 705. Narmada channel marking buoy no 3 and 5 temporarily removed.						
184. Indian Ocean – Off Reunion Island. Charts INT 70 INT 71 INT 72 INT 702 INT 735. Naval Gunnery Exercise from 0800 UTC to 1400 UTC on 27 Mar 14 in area bounded by						
(a)	21-12.0S	054-57.0E	(b)	21-26.0S	055-02.5E	
(c)	21-31.2S	054-47.4E	(d)	21-17.2S	054-42.0E	
2.	Cancel this MSG 271500 UTC Mar 14.					
185. Indian Ocean – Northern Portion. Charts INT 70 INT 71 INT 72. Semi submerged fishing boat with blue/green coloured hull (length approx 30 metres) reported adrift in vicinity 10-19S 065-51E at 260655 UTC Mar 14						
2.	Cancel this MSG 300430 UTC Mar 14.					
186. Cancel NAVAREA VIII 171/14. Indian Ocean – Bay of Bengal. Charts 32 356 357 359 INT 71 INT 70 INT 72 INT 706. PSLV- C24 rocket launching scheduled from launch pad 13-43.9N 080-14.2E between 0945 UTC to 1345 UTC from 04 Apr to 06 Apr 14.						
2.	Danger areas are as follows					
(a)	<u>Danger Zone-1</u>					
	Circle of 10 NM around the launcher.					
(b)	<u>DANGER ZONE-2</u>					
	(i)	13-30N	080-25E	(ii)	13-50N	080-30E
	(iii)	13-35N	081-30E	(iv)	13-15N	081-25E
(c)	<u>DANGER ZONE – 3</u>					
	(i)	13-05N	081-50E	(ii)	13-35N	082-00E
	(iii)	13-05N	083-55E	(iv)	12-35N	083-45E
(d)	<u>DANGER ZONE – 4</u>					
	(i)	12-20N	084-05E	(ii)	13-00N	084-15E
	(iii)	12-45N	085-10E	(iv)	12-05N	085-00E
(e)	<u>DANGER ZONE – 5</u>					
	(i)	11-05N	088-40E	(ii)	11-40N	088-50E
	(iii)	11-30N	089-25E	(iv)	10-55N	089-15E
(f)	<u>DANGER ZONE – 6</u>					
	(i)	09-15N	094-45E	(ii)	10-05N	095-05E
	(iii)	09-45N	096-00E	(iv)	08-55N	095-40E
(g)	<u>DANGER ZONE – 7</u>					
	(i)	19-00S	133-00W	(ii)	17-00S	133-00W
	(iii)	14-00S	115-00W	(iv)	07-30S	093-00W
	(v)	09-30S	093-00W	(vi)	16-00S	115-00W
3.	Caution advised.					
4.	Cancel this MSG 061445 UTC Apr 14.					
187. India East Coast – Off Ramaypatnam. Charts 31 32 355 356 391 INT 706. Survey vessels brahmaputra dolphin, Kohinoor-I and Sunrise-II will carry out 3D(OBC) seismic data survey operations from 18 Mar to 31 Jul 14 in area bounded by						
(a)	15-31.49N	080-13.77E	(b)	15-27.98N	080-21.23E	
(c)	14-58.70N	080-07.63E	(d)	15-00.56N	080-02.97E	
(e)	15-06.54N	080-03.05E	(f)	15-16.38N	080-04.82E	
(g)	15-26.59N	080-10.89E				
2.	Vessels are deploying four sea bottom seismic cables of length upto 6.48 NM with a separation of 40 metres with direction 254.51 degree.					

3.	Cancel this MSG 010001 UTC Aug 14.
188.	Andaman Sea - Off Port Blair. Charts 41 404 405 473 4006 4016 INT 706. Firing practice by naval coast battery from 0830 UTC to 1130 UTC on 02 Apr 14 in area bounded by
	(a) 11-39.7N 092-46.3E (b) 11-40.6N 092-47.0E
	(c) 11-38.7N 092-53.1E (d) 11-32.9N 092-48.3E
2.	Safe flying height 5000 metres.
3.	Cancel this MSG 021230 UTC Apr 14.
189.	India West Coast- Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 281001 UTC Mar 14.
	ABAN III 18-44.08N 072-18.48E
	ABAN IV 19-06.83N 070-56.43E
	ABAN ICE 18-39.65N 070-57.04E
	BADRINATH 21-36.81N 068-35.17E
	CE THORNTON 19-32.35N 071-20.92E
	DEEP SEA FORTUNE 19-22.29N 071-03.62E
	DEEP SEA FOSSIL 19-18.20N 071-30.65E
	DISCOVERY-1 18-38.20N 071-00.93E
	DYNAMIC VISION 18-39.23N 070-58.87E
	ENERGY DRILLER 18-35.99N 071-00.22E
	ENSCO 54 19-20.44N 071-58.33E
	FG MC CLINTOK 18-36.21N 072-13.99E
	GREAT DRILLER CHAAYA 19-28.80N 071-25.10E
	GREATDRILL CHITRA 19-34.15N 071-07.97E
	GREATDRILL CHETNA 20-08.35N 071-44.49E
	JINDAL STAR 18-36.12N 071-01.59E
	KEDARNATH 21-02.47N 072-20.09E
	NOBLE ED HOLT 18-55.59N 072-02.48E
	NOBLE KENNETH DELANEY 18-35.70N 072-12.81E
	PLATINUM EXPLORER 10-47.10N 074-55.70E
	SAGAR GAURAV 22-25.06N 068-31.04E
	SAGAR SHAKTI 22-18.70N 068-30.90E
	SAGAR JYOTI 19-04.16N 072-05.24E
	SAGAR KIRAN 19-21.07N 071-10.91E
	SAGAR LAXMI 20-58.00N 071-33.00E
	SAGAR PRAGATI 20-55.76N 071-31.60E
	SAGAR UDAY 19-06.54N 071-22.35E
	SUNDOWNER V 19-32.20N 071-17.80E
	SUNDOWNER VI 19-34.72N 071-20.65E
	SUNDOWNER VII 18-36.36N 072-15.80E
	TRIDENT II 19-10.61N 070-57.70E
	TRIDENT XII 18-57.44N 072-15.10E
	VICTORY DRILLER 19-38.00N 071-21.44E
	WIDE BERTH REQUESTED
2.	Cancel NAVAREA VIII 146/14.
190.	Cancel NAVAREA VIII 156/14, 166/14 and this MSG.
191.	India West Coast – Arabian Sea. Charts 22 239 INT 71 INT 72 INT 705. Firing practice by naval ships between 012330 UTC to 021730 UTC on Apr 14 in area bounded by
	(a) 15-40N 071-50E (b) 15-15N 071-42E
	(c) 15-25N 072-19E (d) 15-00N 072-19E
2.	Safe flying height 10000 metres.
3.	Cancel this MSG 021830 UTC Apr 14.
192.	India West Coast – Mandvi. Charts 21 203 291 INT 71 INT 705. Mandvi lighthouse (22-57.23N 069-00.14E) unlit.
193.	NAVAREA VIII-messages in force as on 281005 UTC Mar 14.
	2013 SERIES - 012 035 160 197 228 303 320 335 343 370 374 428 430 451 473 493
	506 540 547 626 662 665 672 680 712 714
	2014 SERIES - 015 038 058 059 077 079 089 097 098 111 113 119 123 129 135 139
	144 151 153 154 162 164 170 173 174 175 176 177 178 182 183 185 186 187 188 189 190
	191 192
	(a) NAVAREA VIII warnings less than 42 days old (089/14 onward) are promulgated via safetyNET.

- (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in
- (c) Texts of NAVAREA VIII warnings are also printed in section v of fortnightly editions of Indian Notices to Mariners.
2. Cancel this MSG 041005 UTC Apr 14.



SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP-1)

Chapter –2 (Page 110)

(Source: ROS INS Investigator, D – 211)

Article 2.511,
Insert text after para 1,

1a Port Office. Port Control tower is situated on northern edge of island and manned 24 hours. Port office timing is 1000-1700 hrs and mainly used for ticketing for the passenger ships. There is also a port office in Bangaram island manned by a rep from Agatti port and responsible for Helipad and its operation in Bangaram island.

Email: towerlakagatti@gmail.com

Tel nos. 048942 42581

048942 42225

Article 2.511,
Insert text after para 7,

7a Berths and wharves. The island has four jetties, two on western side, one on the eastern side and a private jetty near airport exclusive for the airport.

Article 2.511,
Delete para 9 & 10 and replace by,

9 **Landing.** On a steep-to beach landing can be effected on the NW side of Agatti Island. It is also possible to land on the barren islets of Bangaram and Tinnakara.

A runway cum helipad is also situated on the southern side of the island. The island is connected to Kochi and Kavaratti by air. Another helipad is situated in the northern tip of Bangaram Island.

10 **Facilities:** Hospitals; Secondary school; post office; Civil court; Police station; First aid centre, Water desalination plant.

11 **Communication:** There is regular communication with Calicut (Kozhikode) (5.130) and Mangalore (6.26) by sea and air except during SW monsoon.

VHF Channel. Ch 12

Airport. 122.3 MHz

Chapter –5 (Page 186)

(Source: ROS INS Jamuna, F – 64)

Article 5.163,
Delete para 4.

Article 5.163, para 9,
Insert text at the end of line 5,

“and a **Fishing harbour** of around 275 mtrs also constructed with total berthing facility.

Bay of Bengal Pilot (INP-2)

Chapter –2 (Page 127)

(Source: Gangavaram Port Trust)

Article 2.138a, Para 16,

Delete and replace by,

16 **Berthing and Wharves.** The port consists of six berths with suitable H Cell type fenders.

SECTION – VII

CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6642	- Ilha Tambuzi. E point	11 22.12 S 40 38.98 E	Fl(2)W 10s	35	11	White round masonry tower, black bands 26	*
Indian Ocean – Cargados Carajos Shoals							
D6881	ILE RAPHAEL -	16 26.62 S 59 36.48 E	F W	17	8	White trestle tower	
*	*	*	*	*	*	*	*
D7322.93	Deleted; remove form list						
D7324.8	-- No 5	23 50.05 N 57 32.54 E	Fl G 4s	6	3	Green Δ on green pile	Ra refl
						*	*
D7325.2	- Dir Lt 270°	23 49.78 N 57 31.47 E	Dir Iso WRG 2s	13	4	White ◇ on black pile	Iso G267-5°-268-8°(1-3°). Iso W268-8°-270-8°(2°). Iso R270-8°-271-7°(0-9°).
	--	. .	By day	. .	2		*
D7325.23	As Suwayq. Fishing Harbour. E Breakwater. Head	23 51.32 N 57 26.51 E	LFI R 6s	7	5	Red on grey metal post 3	
				*	*	*	
D7325.26	As Suwayq. Fishing Harbour. W Breakwater. Head	23 51.40 N 57 26.60 E	LFI G 6s	7	5	Green Δ on green metal post	
				*	*	*	
D7325.35	- N Breakwater. Spur. Head No 11	23 49.82 N 57 31.74 E	Fl G 4s	7	3	Grey metal mast 4	
							*
D7326.325	- Berth 14 (AMNAS)	24 31.08 N 56 36.44 E	Mo(N) 8s	5	4	Yellow x on grey metal post 2	
			*	*	*	*	
D8740	Deleted; remove form list						
F0689	Bey pore	11 09.49 N 75 48.35 E	Fl(2)W 15s	32	24	White 8-sided masonry tower, red bands 30	Sig Stn. Storm signals
	-	. . *	Racon	ILRS Vol 2 Station 79047
F0754.6	Thinnakara Islet	10 56.61 N 72 19.01 E	Fl W 5s	12	9	Beacon	TE 2014
							*
F1220	- Keating Point	09 15.34 N 92 46.51 E	Fl W 10s	35	26	White round metal tower, red bands 37	fl 0.4.
	--	. . *	Racon	ILRS Vol 2 Station 79580
F1221	Mus Harbour - Breakwater light.	09 14.57 N 92 46.51 E	Fl W 10s	8	3	White square concrete structure, red bands	
*	*	*	*	*	*	*	*
F1221.5	Deleted; remove form list						
F1273.7	PULAU SIMEULU - Teluk Sinabang. Sinabang Port (ID)	02 28.74 N 96 22.95 E	Fl W 5s	20	12	White metal framework tower	fl 0.5
*	*	*	*	*	*	*	*
F1291.7	- Meulaboh Port	04 07.67 N 96 07.80 E	Fl W 3s	30	12	White metal framework tower	fl 0.5
*	*	*	*	*	*	*	*
F1679.5	Deleted; remove form list						

SECTION – VIII CORRECTION TO LIST OF RADIO SIGNALS


INP 31(1), 2014

(First correction for New Edition 2014)

COAST RADIO STATIONS

PAGE 14, INDONESIA (Sumatera), BELAWAN (PKB) [2200] [2201] [2203],

Delete entry and replace by:

BELAWAN (PKB)			03° 43' .28N 98° 40' .13E
MVSI 005250003	DSC VHF MF HF		
 +62 619 641474 & 641203			
NOTES: 1. Accepts public correspondence 2. Accepts Ship Letter Telegrams.			

VHF

	Ch 16 20 22 26 28	H24
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RT (MF)

	Transmits	Receives	Hours of Watch
	2182	2182	H24
	3180	2080	

RT (HF)

	Transmits	Receives	Hours of Watch
	6215.5	6215.5	H24
	6515.7		0730-0800
	8746.8		0300-0400 0930-1030
	13100.8		HX

WT (MF)

	Transmits	Receives	Hours of Watch
	474 500	500	H24



WT (HF)

	Transmits	Receives	Hours of Watch
	4295	4 MHz (3 9)	0100-0200 0400-0500 0700-0730 1500-1600
	8686	8 MHz (3 9)	0300-0400 0600-0630 0900-1000 1230-1330
	12970.5	12 MHz (3 9)	0000-0100 0600-0700
	16861.7	16 MHz (3 9)	0200-0300 1100-1200

(Source: BA 09/14)

(07/14)

PAGE 34, OMAN, POLLUTION REPORTING, Contacts table, Rows 1 to 3,*Delete and replace by:*

MARITIME POLLUTION MONITORING OPERATION CENTRE (MPMOC)	
 MPMOC: +968 24 693666 +968 99219429 (Mobile H24)	 MPMOC: +968 24 691082
TELEX: +498 5178 POLMAR (Royal Oman Police Coastguard)	

*(Source: BA 09/14)**(07/14)***PAGE 34, OMAN, POLLUTION REPORTING, Contacts table, Row 4, PROCEDURE, Line 2-3,***Delete:*

"Ministry of Regional Municipalities and Environment (MRME), during office hours; 0730-1430 LT."

and replace by:

"Maritime Pollution Monitoring Operation Centre (MPMOC), during office hours, 0730-1430 LT. Contact can be made via Musqat Radio."

*(Source: BA 09/14)**(07/14)***INP 31(2), 2007***(Last correction: Edition No. 06 dated 16 Mar 2014)***NIL****INP 31(5), 2011***(Last correction: Edition No. 04 dated 15 Feb 2014)***PAGE 135, Chapter 09, MARITIME SAFETY INFORMATION (MSI) UNDER GMDSS, EGC SAFETYNET System, Transmission Schedules for NAVAREA Warning, Row 10, Navarea IX, Pakistan.***Delete and replace by:*

IX	Pakistan	0300, 1500 (IOR)
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*(Source: BA 13/14)**(07/14)***PAGE 137, Chapter 09, MARITIME SAFETY INFORMATION (MSI) UNDER GMDSS, EGC SAFETYNET System, Transmission Schedules for METAREA Warning, Row 11, Navarea IX, Pakistan.***Delete and replace by:*

IX	Pakistan	0630, 0700, 1830 (IOR)
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*(Source: BA 13/14)**(07/14)***INP 31(6), 2012***(Last correction: Edition No. 05 dated 01 Mar 2014)***NIL**

SECTION – X

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

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

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

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

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

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

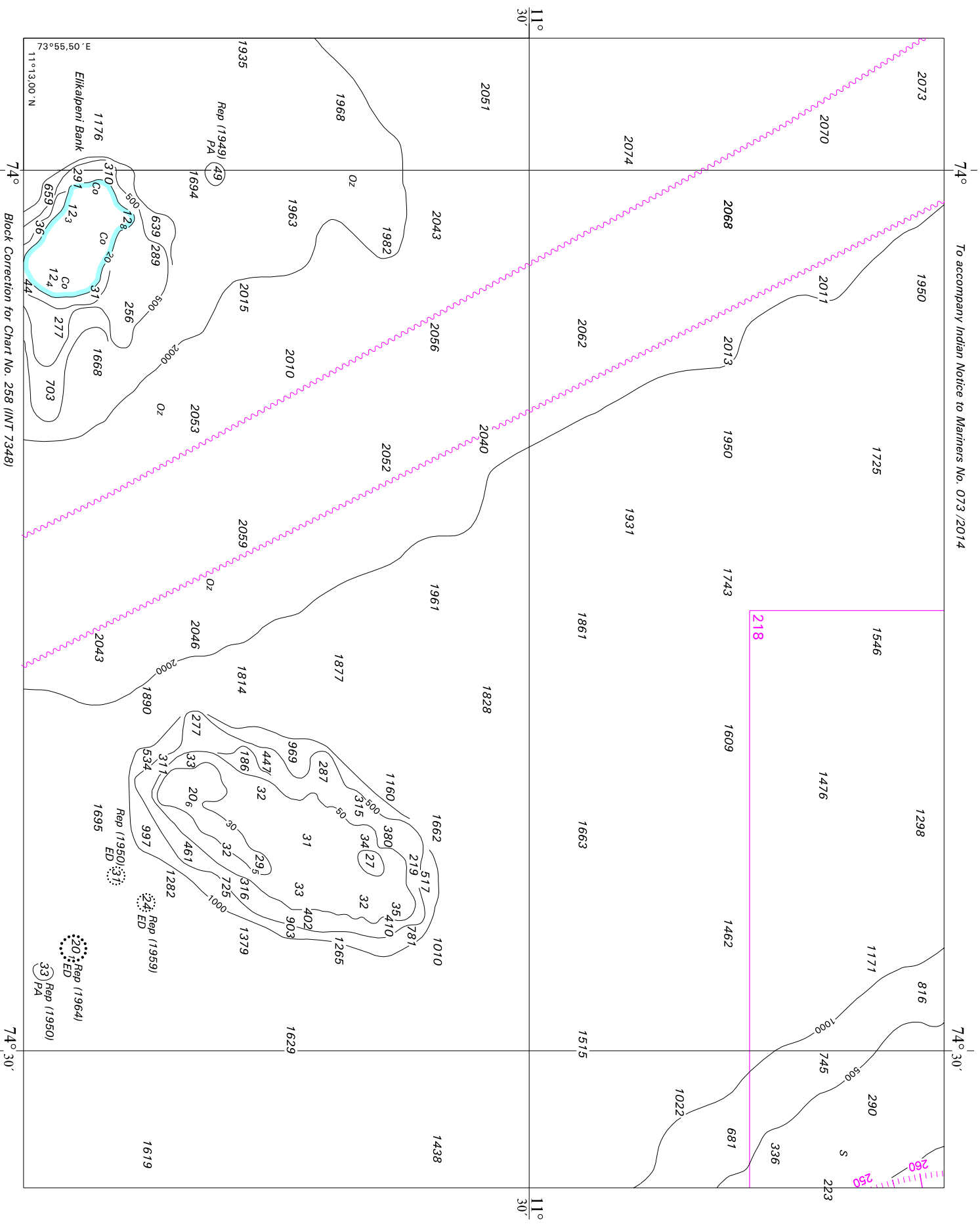


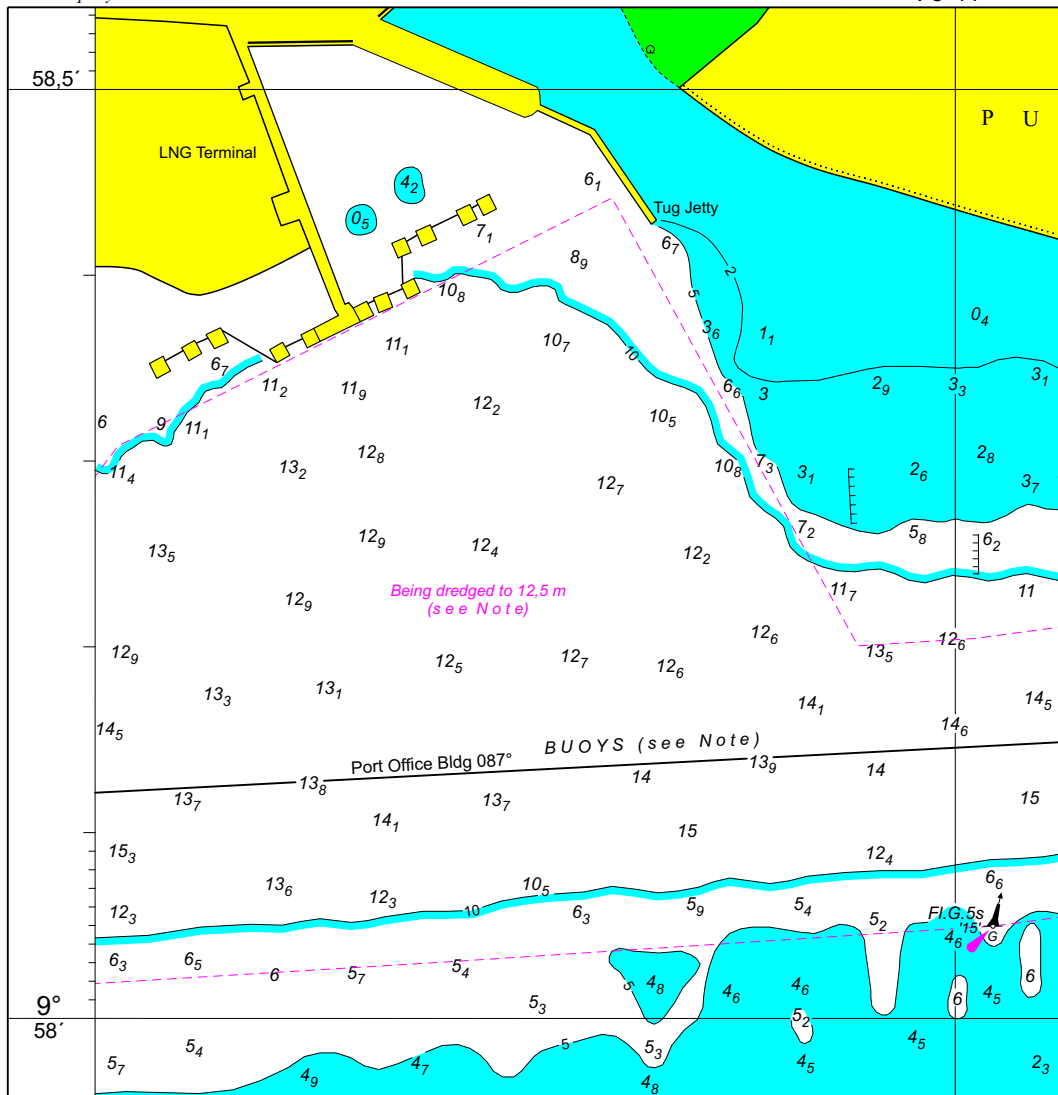
HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes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

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

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

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







FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC