



INDIAN NOTICES TO MARINERS



EDITION NO. 09 DATED 01 MAY 2014

(CONTAINS NOTICES 085 TO 099)

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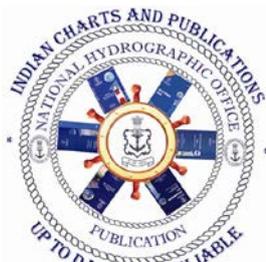
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(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)

FEEDBACK: msis-inho-navy@nic.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

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 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>
IN52032Q	2032	NINDAKARA AND KOLLAM ANCHORAGE	15-04-2014

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

<i>ENC Cell No</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN62104O	2104	KOLLAM PORT	11-04-2014

3. 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>
IN52032N	2032	NINDAKARA AND KOLLAM ANCHORAGE	14-10-2004

4. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2045 (INT7360)	PORT OF KOCHI	7,500	New Chart
2082	APPROACHES TO DAHEJ	25,000	New Chart

Availability of ENC_s.

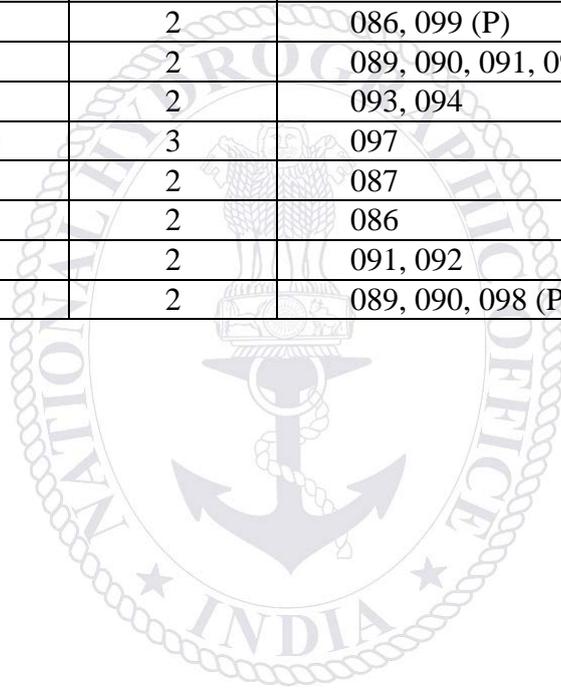
The complete folios of Official Indian ENC_s are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC_s through the world wide network of their agents and distributors. Updates are also made available as per the existing 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	

SECTION – I

The list of charts affected by the notices 085 to 099 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	099 (P)
203 (INT 7319)	2	086 087, 099 (P)
207	2	095
208	2	088, 089, 090, 091, 093, 094
210	2	095
211	2	096
254 (INT 7331)	2	089, 090, 093, 094, 095
255 (INT 7334)	3	095, 096
292 (INT 7021)	2	094, 095
293 (INT 7022)	3	095
2016 (INT 7336)	3	096
2017	2	086, 099 (P)
2039	2	089, 090, 091, 092, 093, 094, 098 (P)
2044	2	093, 094
2045 (INT 7360)	3	097
2068	2	087
2080	2	086
2082	2	091, 092
2102	2	089, 090, 098 (P)



2.1
SECTION – II
PERMANENT NOTICES

***085/(09/14) Miscellaneous updates to charts**

Source: NHO Dehradun.
Amend reference INM 064/T(05/14): For, <i>Former INM 181(T)/13 is cancelled.</i> , read as: <i>Former INM 118(T)/13 is cancelled.</i>

***086/(09/14) INDIA – WEST COAST – Gulf of Kachchh – Navlakhi and Approaches– Buoys.**

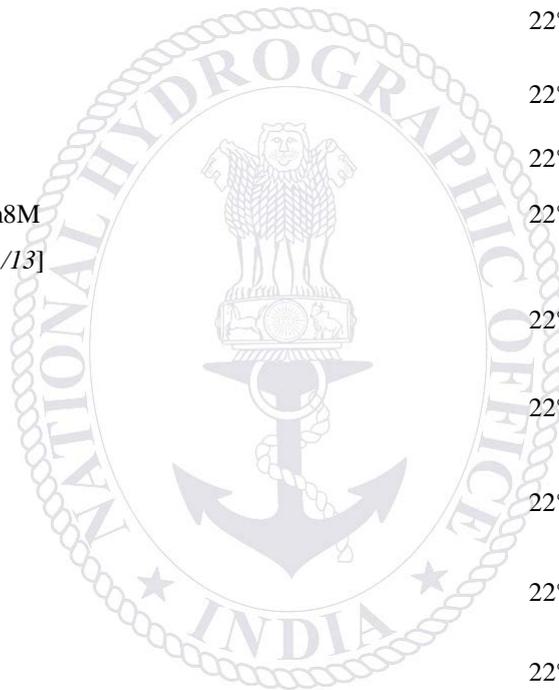
Source: IH- 102, INS Sutlej.

Chart 203 (INT 7319) (PLAN) [previous update 038/14]

Delete			22° 57′.62N., 70° 25′.84E.
			22° 56′.25N., 70° 19′.83E.
			22° 57′.57N., 70° 23′.50E.
			22° 56′.86N., 70° 17′.74E.
			22° 57′.20N., 70° 18′.14E.
			22° 55′.42N., 70° 25′.48E.
			22° 55′.42N., 70° 25′.48E.
			22° 55′.42N., 70° 25′.48E.

Chart 2017 [previous update 031/13]

Delete			22° 57′.62N., 70° 25′.84E.
			22° 57′.70N., 70° 25′.96E.
			22° 56′.75N., 70° 23′.12E.
			22° 56′.28N., 70° 19′.83E.
			22° 57′.57N., 70° 23′.50E.
			22° 54′.32N., 70° 22′.96E.
			22° 56′.86N., 70° 17′.74E.
			22° 57′.19N., 70° 18′.14E.
			22° 58′.16N., 70° 23′.62E.
			22° 58′.34N., 70° 25′.92E.
			22° 55′.42N., 70° 25′.48E.
			22° 57′.72N., 70° 26′.18E.
			22° 57′.62N., 70° 26′.34E.
			22° 57′.62N., 70° 26′.34E.



***086/(09/14) INDIA – WEST COAST – Gulf of Kachchh – Navlakhi and Approaches– Buoys. Continued.**

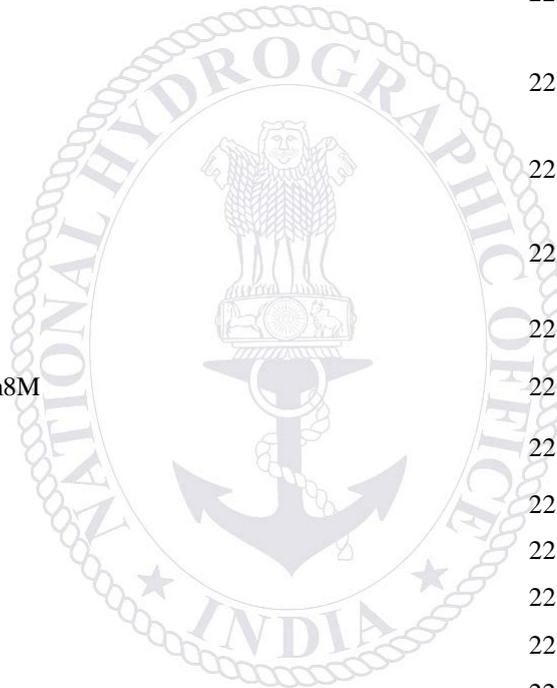
- 22° 57′.48N., 70° 26′.53E.
- 22° 57′.75N., 70° 27′.04E.
- 22° 57′.84N., 70° 26′.77E.
- 22° 57′.68N., 70° 27′.26E.
- 22° 57′.58N., 70° 23′.46E.

Chart 2080 [previous update 038/14]

Delete

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- 22° 57′.62N., 70° 25′.84E.
- 22° 57′.70N., 70° 25′.96E.
- 22° 56′.75N., 70° 23′.12E.
- 22° 56′.25N., 70° 19′.83E.
- 22° 57′.57N., 70° 23′.50E.
- 22° 54′.31N., 70° 22′.96E.
- 22° 57′.58N., 70° 23′.46E.
- 22° 56′.86N., 70° 17′.74E.
- 22° 57′.20N., 70° 18′.15E.
- 22° 55′.42N., 70° 25′.48E.
- 22° 57′.71N., 70° 26′.19E.
- 22° 57′.61N., 70° 26′.34E.
- 22° 57′.48N., 70° 26′.53E.
- 22° 57′.78N., 70° 27′.04E.
- 22° 57′.84N., 70° 26′.74E.
- 22° 57′.68N., 70° 27′.26E.



***087/(09/14) INDIA – WEST COAST – Gulf of Kachchh – Deep Water Route – Buoy.**

Source: DLL Jamnagar.

Chart 203 (INT 7319) [previous update 086/14]

Insert



22° 34′.06N., 69° 18′.36E.

Chart 2068 [previous update 190/13]

Insert



22° 34′.06N., 69° 18′.36E.

***088/(09/14) INDIA – WEST COAST – Gulf of Khambhat – Light.**

Source: IH- 102, INS Sutlej.

Chart 208 [previous update 059/14]

Delete

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- 21° 49′.60N., 72° 11′.30E.
- 21° 49′.00N., 72° 11′.80E.
- 21° 48′.60N., 72° 10′.65E.

***089/(09/14) INDIA – WEST COAST – Bhavnagar Port – Lights. Tower.**

Source: IH- 102, INS Sutlej.

Chart 208 [previous update 088/14]

Substitute	 Lt Ho (disused) for  Fl.R.8s20m8M	21° 44′.85N., 72° 14′.05E.
Delete	 FR	21° 45′.05N., 72° 14′.60E.
	 F	21° 45′.23N., 72° 13′.44E.
	 Fl5s8M	21° 43′.80N., 72° 15′.63E.

Chart 254 (INT 7331) [previous update 161/13]

Substitute	 Lt Ho (disused) for  Fl.R.8s20m8M	21° 44′.85N., 72° 14′.05E.
Delete	 Fl5s8M	21° 43′.80N., 72° 15′.63E.

Chart 2039 [previous update 059/14]

Insert	 FR (11)	21° 45′.76N., 72° 14′.61E.
	 (9)	21° 45′.98N., 72° 15′.16E.
	 (11)	21° 46′.08N., 72° 15′.49E.
Substitute	 Lt Ho (disused) for  Fl.R.8s20m8M	21° 44′.85N., 72° 14′.05E.
Delete	 FR	21° 45′.05N., 72° 14′.60E.
	 F	21° 45′.23N., 72° 13′.44E.
	 Fl5s8M	21° 43′.82N., 72° 15′.63E.

Chart 2102 [previous update 161/13]

Insert	 FR (11)	21° 45′.76N., 72° 14′.61E.
	 (9)	21° 45′.98N., 72° 15′.16E.
	 (11)	21° 46′.08N., 72° 15′.49E.
Substitute	 Lt Ho (disused) for  Fl.R.8s24m8M	21° 44′.85N., 72° 14′.05E.
Delete	 FR	21° 45′.05N., 72° 14′.61E.
	 F	21° 45′.23N., 72° 13′.44E.
	 Fl5s4m8M	21° 43′.82N., 72° 15′.63E.

***090/(09/14) INDIA – WEST COAST – Bhavnagar Port – Light Vessel.**

Source: IH- 102, INS Sutlej.

Chart 208 [previous update 089/14]

Move	 Fl.7s.12m.8M Bell	From:	21° 41′.40N., 72° 18′.40E.
	To:		21° 42′.08N., 72° 18′.01E.

Chart 254 (INT 7331) [previous update 089/14]

Move	 Fl.7s.12m.8M Bell	From:	21° 41′.50N., 72° 18′.40E.
	To:		21° 42′.08N., 72° 18′.01E.

Chart 2039 [previous update 089/14]

Move	 Fl.7s.12m.8M Bell	From:	21° 41′.47N., 72° 18′.40E.
	To:		21° 42′.07N., 72° 18′.03E.

Chart 2102 [previous update 089/14]

Move	 Fl.7s.12m.8M Bell	From:	21° 41′.46N., 72° 18′.40E.
	To:		21° 42′.07N., 72° 18′.03E.

***091/(09/14) INDIA – WEST COAST – Gulf of Khambhat – Northern Portion– Foul.**

Source: VTS Khambhat.

Chart 208 [previous update 090/14]

Insert # 21° 40′.07N., 72° 29′.21E.

Chart 2039 [previous update 090/14]

Insert # 21° 40′.06N., 72° 29′.23E.

Chart 2082 [previous update 072/14]

Insert # 21° 40′.07N., 72° 29′.21E.

***092/(09/14) INDIA – WEST COAST – Gulf of Khambhat – Approaches to Dahej– Legend.**

Source: IH- 102, INS Sutlej.

Chart 2039 [previous update 091/14]

Insert legend, “RDMT ” , centered on: (a) 21° 39′.50N., 72° 34′.00E.

Chart 2082 [previous update 091/14]

Insert legend, “RDM Terminal ” , centered on: (a) 21° 39′.55N., 72° 33′.63E.

Delete legend, “IPCL Jetty ” , centered on: (a) above

***093/(09/14) INDIA – WEST COAST – Gulf of Khambhat – Wreck.**

Source: IH- 102, INS Sutlej.

Chart 208 [previous update 091/14]Insert  21° 34′.45N., 72° 21′.99E.**Chart 254 (INT7331)** [previous update 090/14]Insert  21° 34′.45N., 72° 21′.99E.**Chart 2039** [previous update 092/14]Insert  21° 34′.44N., 72° 22′.01E.**Chart 2044** [previous update 161/13]Insert  21° 34′.44N., 72° 22′.02E.***094/(09/14) INDIA – WEST COAST – Gulf of Khambhat – Wreck.**

Source: IH – 102, INS Sutlej.

Chart 208 [previous update 093/14]Substitute  for  RU Oil Derrick, at: 21° 31′.00N., 72° 33′.20E.**Chart 254 (INT 7331)** [previous update 093/14]Substitute  for  RU Oil Derrick, at: 21° 31′.00N., 72° 33′.20E.**Chart 292 (INT 7021)** [previous update 078/14]Substitute  for  RU Oil Derrick, at: 21° 31′.00N., 72° 33′.20E.**Chart 2039** [previous update 093/14]Substitute  for  RU Oil Derrick, at: 21° 31′.00N., 72° 33′.20E.**Chart 2044** [previous update 093/14]Substitute  for  RU Oil Derrick, at: 21° 31′.00N., 72° 33′.20E.

***095/(09/14) INDIA – WEST COAST – Approaches to Mumbai – Platforms.**

Source: HQODAG.

Chart 207 [previous update 135/13]Insert  20° 40′.19N., 72° 12′.98E.**Chart 210** [previous update NE 15 Oct 13]Insert  20° 20′.29N., 72° 01′.30E.**Chart 254 (INT 7331)** [previous update 094/14]Insert  20° 20′.03N., 72° 07′.53E.

21° 10′.80N., 72° 25′.29E.

21° 03′.07N., 72° 22′.99E.

20° 43′.09N., 72° 19′.36E.

20° 40′.16N., 72° 12′.99E.

20° 20′.26N., 72° 01′.31E.

20° 20′.00N., 72° 07′.54E.

Chart 255 (INT 7334) [previous update 078/14]Insert  18° 38′.25N., 71° 00′.97E.

19° 12′.42N., 72° 02′.29E.

Chart 292 (INT 7021) [previous update 094/14]Insert  19° 27′.47N., 71° 11′.28E.

18° 38′.30N., 71° 00′.94E.

18° 55′.48N., 72° 02′.46E.

19° 00′.59N., 72° 11′.96E.

18° 57′.08N., 72° 10′.83E.

21° 10′.83N., 72° 25′.28E.

21° 03′.10N., 72° 22′.98E.

20° 43′.12N., 72° 19′.35E.

20° 40′.19N., 72° 12′.98E.

20° 20′.29N., 72° 01′.30E.

20° 20′.03N., 72° 07′.53E.

Chart 293 (INT 7022) [previous update 035/14]Insert  19° 11′.95N., 72° 11′.01E.

18° 39′.32N., 70° 58′.88E.

18° 38′.30N., 71° 00′.94E.

18° 55′.48N., 72° 02′.46E.

19° 00′.59N., 72° 11′.96E.

18° 57′.08N., 72° 10′.83E.

***096/(09/14) INDIA – WEST COAST – Inner Approaches to Mumbai – Buoy.**

Source: DLL Jamnagar.

Chart 211 [previous update 078/14]Move  Fl(2)5s, from: 18° 46′.44N., 72° 29′.02E.

to: 18° 45′.85N., 72° 29′.00E.

Move  Q.G, from: 18° 51′.50N., 72° 41′.18E.

to: 18° 51′.55N., 72° 40′.90E.

Chart 255 (INT 7334) [previous update 095/14]Move  Fl(2)5s, from: 18° 46′.39N., 72° 29′.05E.

to: 18° 45′.80N., 72° 29′.03E.

096/(09/14) INDIA – WEST COAST – Inner Approaches to Mumbai – Buoy. Continued.*Chart 2016 (INT 7336)** [previous update 124/13]

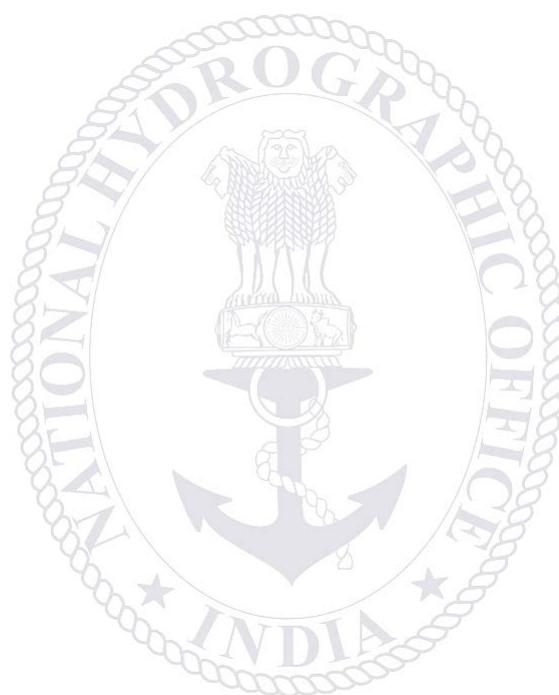
Move		<i>Fl(2)5s</i> , from:	18° 46′.44N.,72° 29′.02E.
		to:	18° 45′.85N.,72° 29′.00E.
		<i>Q.G</i> , from:	18° 51′.50N.,72° 41′.18E.
		to:	18° 51′.55N.,72° 40′.90E.

***097/(09/14) INDIA – WEST COAST – Port of Kochi – Tower.**

Source: IH- 102, INS Sulej.

Chart 2045 (INT 7360) [previous update 074/14]

Delete		(32)	09° 57′.01N., 76° 17′.02E.
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SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***098 (P)/(09/14) INDIA – WEST COAST– Bhavnagar Port – Jetty.**

Source: IH – 102 INS Sutlej.

1. Construction of RO – RO jetty is in progress at Ghogha. Coordinates of jetty under construction are as follows:
 21°40'.574N., 72°17'.075E
 21°40'.672N., 72°17'.350E
 21°40'.670N., 72°17'.351E
 21°40'.753N., 72°17'.571E
 21°40'.749N., 72°17'.574E
 21°40'.568N., 72°17'.076E
2. Mariners are advised to navigate with caution in the area and contact local port authorities for more information.

Charts Affected – 2102– 2039.

***099(P)/(09/14) INDIA – WEST COAST – Gulf of Kachchh – Eastern Portion – Buoys.**

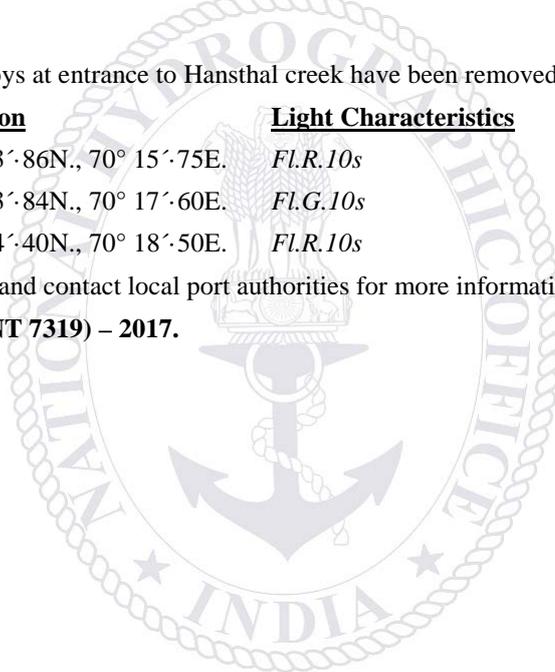
Source: IH- 102, INS Sutlej.

1. Channel marking buoys at entrance to Hansthal creek have been removed temporarily for maintenance:

<u>Buoys No.</u>	<u>Position</u>	<u>Light Characteristics</u>
3	22° 53'·86N., 70° 15'·75E.	<i>Fl.R.10s</i>
4	22° 53'·84N., 70° 17'·60E.	<i>Fl.G.10s</i>
5	22° 54'·40N., 70° 18'·50E.	<i>Fl.R.10s</i>

2. Mariners to take note and contact local port authorities for more information.

Chart Affected – 21– 203(INT 7319) – 2017.



SECTION – IV **MARINE INFORMATION**

1. **NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

2. **MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS**

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

(Source - NAVAREA VIII Warning 100/12)

3. **DISPLAY ANOMALIES IN ECDIS**

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

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

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

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

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

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

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

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

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

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

5. 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: <http://www.jcomm.info/mmms2014>. Your participation is greatly appreciated and valued.

6. 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.

7. USAGE OF THURAYA/ IRRIDUM AND SATELLITE PHONE

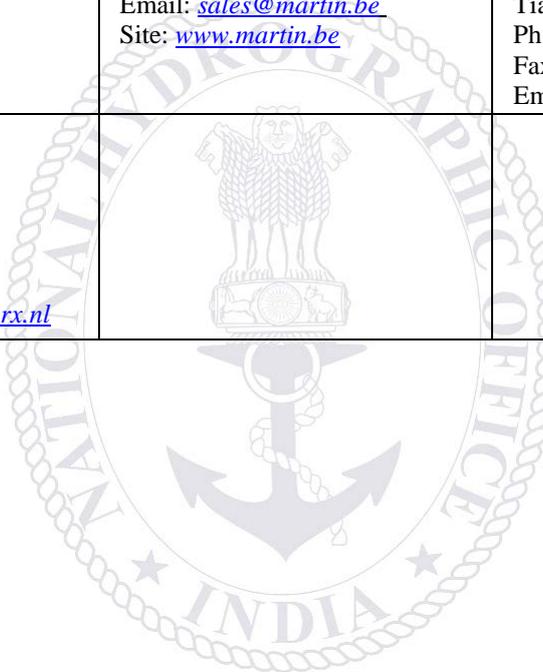
The use of Thuraya, Iridium and other such satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act. It is intimated to all shipping companies/ shipping agents that use of Thuraya/ Iridium and other such satellite phones are banned in Indian waters and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

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

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

Distribution of Indian Paper Charts and Nautical Publications

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

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

List of Indian Chart Agents.

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: sales@bogerdmartin.com , sarmarin@vsnl.com	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: ewsbom@bom3.vsnl.net.in
M/s C & C Marine Combine 25 Bank Street, 1 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publicatons 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: raj_chakravorty@yahoo.com info@c-map.co.in Website: www.c-map.co.in
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in charts@mtnl.net.in	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com pramod@inspireship.com
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: sankar_roy342@yahoo.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: ashiskantha@gmiindia.in Web: www.gmiindia.in
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	M/s L. R. Marine Services 301, 3rd Floor, Biry House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535 Fax: +91-22-6635 9148 Cell No: +91 8108926880/+91 98214 60258 Email: lrcharts@gmail.com , lrmarine@live.com
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 059	

SECTION – V
NAVAREA – VIII WARNINGS IN FORCE

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

2. NAVAREA VIII Warnings in force as on 30 Apr 14:

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

2014 Series - 058 059 077 079 089 098 111 119 123 129 135 151 153 154 187 192 194 206 208
211 213 221 223 224 225 226 233 241 242 243 247 252 253 256 257 258 260 261 262 263
266 267 268 269 270 271 272 273

3. NAVAREA VIII Warnings issued during the period from 16 Apr to 30 Apr 14 (both dates inclusive) are as tabulated below: –

240. Cancel NAVAREA VIII 239/14 and this MSG.
241. India West Coast – Savaibet. Charts 21 207 254 292 INT 71 INT 706. Savaibet lighthouse Racon (20-54.16N 071-31.54E) inoperative.
242. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. by coloured new north cardinal buoy Fl 01 seconds (shape-cylindrical, diameter-3.66 metres and top marked as north cardinal) established at 22-34.10N 069-18.35E.
243. India West Coast – Arabian Sea. Charts 22 293 INT 71 INT 72 INT 705. Survey vessel MV Pacific Falcon will carry out 2D seismic survey from 16 Apr to 25 May 14 in area bounded by (a) 15-52.50N 070-44.33E (b) 16-32.83N 070-44.33E (c) 16-32.83N 071-52.00E (d) 15-52.50N 071-52.00E 2. The vessel will be towing one streamer cable of length 10400 metres. End marked with yellow coloured buoy with FL(w) 2-3 seconds. 3. Caution advised and wide berth of 10 NM around the vessel requested. 4. Cancel this MSG 261001 UTC May 14.
244. India East Coast – Off Chennai. Charts 31 32 33 356 391 INT 706. Firing practice by coast guard aircraft from 0230 UTC to 1130 UTC daily from 28 Apr to 30 Apr 14. Danger area bounded by (a) 13-30N 082-00E (b) 14-30N 082-00E (c) 14-30N 082-40E (d) 13-30N 082-40E 2. Safe flying height 2000 metres. 3. Cancel this MSG 301230 UTC Apr 14.
245. 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 25 Apr 14. 2. Danger zone sector of 11 NM radius between 045 degree and 075 degree from gun position. 3. Safe flying height 12800 metres. 4. Cancel this MSG 250830 UTC Apr 14.
246. Cancel NAVAREA VIII 220/14 and this MSG.
247. Indian Ocean – Southern Part. Charts INT 70 INT 71 INT 73. Rocket Vega VV03 launch will be carried out by French Guiana between 0320 UTC to 0537 UTC daily from 29 Apr to 29 May 14. Danger area bounded by (a) 20-07S 088-25E (b) 20-10S 088-40E (c) 31-48S 085-45E (d) 31-45S 085-29E 2. Cancel this MSG 290637 UTC May 14.
248. India East Coast – Bay Of Bengal. Charts 31 351 352 INT 71 INT 73 INT 706. Experimental flight trial scheduled from ITR launch complex between 0430 UTC to 0730 UTC daily on 23 Apr, 25 Apr, 28 Apr, 29 Apr and 30 Apr 14. Danger zone bounded by (a) 21-22.00N 086-55.50E (b) 21-00.45N 087-23.05E (c) 21-03.19N 087-25.72E (d) 21-24.98N 086-58.33E 2. Caution advised. 3. Cancel this MSG 300830 UTC Apr 14.

249. Cancel NAVAREA VIII 680/13. India West Coast – Gulf Of Kachchh. Charts 21 203 2068 INT 705. Deep water channel buoy Mithapur (22-24.71N 068-51.84E) reported sunk.		
2. Caution advised.		
250. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Salaya channel marking buoy Paga re-established at 22-35.40N 069-14.60E.		
251. NAVAREA VIII – Messages in force as on 171008 UTC Apr 14.		
2013 SERIES - 012 035 160 197 228 303 320 335 343 374 428 430 451 473 493 506		
540 547 626 662 665 672 712 714		
2014 SERIES - 058 059 077 079 089 097 098 111 119 123 129 135 144 151 153 154		
175 178 187 192 194 200 206 208 211 213 218 221 223 224 225 226 227 228 233 235 236		
237 238 241 242 243 244 245 246 247 248 249 250		
(a) NAVAREA VIII warnings less than 42 days old (119/14 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 251008 UTC Apr 14.		
252. Cancel NAVAREA VIII 249/14 And 250/14. India West Coast – Gulf Of Kachchh. Charts 21 203 2068 INT 705. Following salaya channel marking buoy re-established		
(a) Paga buoy at 22-35.40N 069-14.60E.		
(b) Mithapur buoy at 22-25.04N 068-51.95E.		
253. Indian Ocean – Northern Part. Charts 23 INT 71 INT 706 INT 707. Man overboard reported from Sri lankan fishing vessel Buddhika (Regd no IMUL-A-1242-MTR) in vicinity 04-23N 081-56E at 171530 UTC Apr 14.		
2. Vessels transiting through the area to keep sharp look out and render assistance.		
254. India East Coast – Bay of Bengal. Charts 31 351 352 353 INT 71 INT 73 INT 706. Experimental flight trial scheduled from ITR launch complex between 270030 to 270430 UTC Apr, 280001 to 280200 UTC Apr and 281130 to 281430 UTC Apr 14. Danger zone bounded by		
(a)	21-26.35N 087-31.87E	(b) 19-41.69N 086-24.62E
(c)	18-23.62N 088-13.83E	(d) 20-07.36N 089-19.43E
2. Caution advised.		
3. Cancel this MSG 281530 UTC Apr 14.		
255. India East Coast – Krishnapatnam. Charts 31 32 33 356 391 3034 INT 71 INT 706. Krishnapatnam DGPS (14-15.20N 080-07.78E) off air since 212300 UTC Apr 14.		
256. India West Coast- Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 231001 UTC Apr 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	18-30.07N	072-15.95E
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	070-58.86E
ENERGY DRILLER	18-35.99N	071-00.22E
FG MC CLINTOK	18-36.21N	072-13.99E
GREAT DRILLER CHAAYA	19-28.77N	071-25.13E
GREATDRILL CHITRA	19-34.15N	071-07.97E
GREATDRILL CHETNA	20-08.20N	071-44.59E
JINDAL STAR	18-36.12N	071-01.59E
JT ANGEL	23-01.01N	068-39.98E
KEDARNATH	21-02.47N	072-05.09E
NOBLE ED HOLT	18-55.59N	072-02.48E
NOBLE KENNETH DELANEY	18-39.66N	072-13.33E
RON TAPMEYER	19-07.74N	072-02.61E
SAGAR GAURAV	19-37.52N	071-23.17E
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	19-06.32N	071-22.21E
SUNDOWNER V	19-32.20N	071-17.80E
SUNDOWNER VII	18-43.45N	072-20.31E
TRIDENT II	19-10.61N	070-57.70E
TRIDENT XII	19-07.35N	072-06.45E
VICTORY DRILLER	19-38.00N	071-21.44E
Wide berth requested.		
2. Cancel NAVAREA VIII 228/14.		
257. Cancel NAVAREA VIII 218/14. India West Coast – Gulf of Khambhat. Charts 21 207 254 292 INT 705. Wreck marking buoy Logo Searcher re-established at 20-38.00N 071-38.20E.		
258. India West Coast – Gulf of Kachhh. Charts 21 203 2068 INT 71 INT 705. Chank Tapu lighthouse (22-32.80N 069-24.60E) unlit.		
259. Cancel NAVAREA VIII 255/14 and this MSG. Krishnapatnam DGPS (14-15.20N 080-07.78E) on air.		
260. India East Coast – Visakhapatnam. Charts 31 32 308 354 391 3002 3012 INT 706. Seaward firing practice by naval coast battery between 0001 UTC to 0300 UTC on 01 May 14.		
2. Danger zone sector of 15 NM radius between 070 degree and 130 degree from 17-42N 083-18E.		
3. Safe flying height 13000 metres.		
4. Cancel this MSG 010400 UTC May 14.		
261. India East Coast – Bay Of Bengal. Charts 32 33 356 INT 71 INT 706. Firing practice by naval aircraft between 0230 UTC to 1130 UTC from 01 to 07 May and 15 to 21 May 14.		
2. Danger zone 15 NM radius around 13-50N 081-40E.		
3. Safe flying height 3100 metres.		
4. Cancel this MSG 211230 UTC May 14.		
262. India West Coast – Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by naval coast battery		
DATE	TIME (UTC)	
02 MAY 14	0900 TO 1200	
06 MAY 14	0900 TO 1200 AND 1230 TO 1430	
09 MAY 14	0900 TO 1200	
13 MAY 14	0900 TO 1200	
16 MAY 14	0900 TO 1200	
20 MAY 14	0900 TO 1200 AND 1230 TO 1430	
23 MAY 14	0900 TO 1200	
27 MAY 14	0900 TO 1200	
30 MAY 14	0900 TO 1200	
2. Danger area bounded by		
(a) 09-57.5N	075-59.5E	(b) 09-57.7N 076-14.2E
(c) 09-44.0N	076-17.5E	(d) 09-42.5N 076-09.5E
3. Safe flying height 10000 metres.		
4. Cancel this MSG 301300 UTC May 14.		
263. NAVAREA VIII –Messages in force as on 251007 UTC Apr 14.		
2013 SERIES – 012 035 160 197 228 303 320 335 343 374 428 430 451 473 493 506		
540 547 626 662 665 672 712 714		
2014 SERIES – 058 059 077 079 089 098 111 119 123 129 135 151 153 154 178 187		
192 194 200 206 208 211 213 221 223 224 225 226 233 235 236 237 241 242 243 244 247		
248 252 253 254 256 257 258 259 260 261 262		
(a) NAVAREA VIII warnings less than 42 days old (151/14 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 021007 UTC May 14.		
264. India East Coast – Bay of Bengal. CHARTS 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 251230 UTC Apr 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	16-30.19N	082-38.50E
DSR DHIRUBHAI DEEPWATER KG-2	16-47.50N	082-46.50E
DSR PLATINUM EXPLORER	19-38.50N	088-10.50E
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	15-35.05N	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 237/14.		
265. Cancel NAVAREA VIII 254/14 and this MSG.		
266. India West Coast – Gulf of Khambhat. Charts 21 209 210 254 292 INT 71. Firing practice by Coast Guard aircraft from 0100 UTC TO 0800 UTC ON 01 MAY 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 010900 UTC May 14.		
267. Cancel NAVAREA VIII 248/14. India East Coast – Bay of Bengal. Charts 31 351 352 INT 71 INT 73 INT 706. Experimental flight trial scheduled from ITR launch complex between 0430 UTC to 0730 UTC daily on 29 to 30 Apr 14 and 0530 UTC to 0830 UTC daily from 01 to 03 May 14. Danger zone bounded by		
(a) 21-22.00N	086-55.51E	(b) 21-00.45N 087-23.05E
(c) 21-03.20N	087-25.73E	(d) 21-24.99N 086-58.34E
2. Caution advised.		
3. Cancel this MSG 030930 UTC May 14.		
268 India East Coast – Bay of Bengal. Charts 31 32 391 INT 71 INT 701 INT 706. Firing practice by naval ships between 0330 to 0830 UTC daily from 03 to 04 May 14 in area bounded by		
(a) 15-30N	083-24E	(b) 16-14N 084-00E
(c) 15-34N	084-46E	(d) 15-08N 084-24E
2. Safe flying height 6000 metres.		
3. Cancel this MSG 040930 UTC May 14.		
269. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 281005 UTC Apr 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	16-30.19N	082-38.50E
DSR DHIRUBHAI DEEPWATER KG-2	16-47.50N	082-46.50E
DSR PLATINUM EXPLORER	18-51.00N	087-36.00E
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	15-35.05N	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 264/14.		
270. India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706. Air defence firing will be carried out by army between 2330 UTC to 1730 UTC daily from 04-07 May, 18-21 May and 28-31 May 14 in area bounded by		
(a) 19-14.60N	084-53.70E	(b) 19-07.39N 085-35.94E
(c) 18-33.61N	084-53.74E	
arc of 41 NM radius joining point (b) and (c)		
2. Safe flying height 6100 metres.		
3. Cancel this MSG 311830 UTC May 14.		
271. India West Coast – Off Mumbai. Charts 21 22 211 255 292 293 2016 INT 706. Hydrographic survey in progress till 09 May 14 in area bounded by		
(a) 18-53.3N	072-49.6E	(b) 18-53.3N 072-50.7E
(c) 18-55.6N	072-51.0E	(d) 18-55.6N 072-50.0E
2. Wide berth requested.		

3.	Cancel this MSG 100001 UTC May 14.
272.	India West Coast – Off Mumbai. Charts 21 22 211 256 292 293 2016 INT 705. Following wreck marking buoys re-established. (a) UPKO-III at 18-51.55N 072-40.90E. (b) Rak Carrier at 18-45.85N 072-29.00E.
273.	India East Coast – Bay of Bengal. Charts 31 32 391 INT 71 INT 701 INT 706. Firing practice by naval ships between 0330 to 0830 UTC daily from 02 to 07 May 14 in area bounded by (a) 15-30N 083-24E (b) 16-14N 084-00E (c) 15-34N 084-46E (d) 15-08N 084-24E
2.	Safe flying height 10000 metres.
3.	Cancel this MSG 070930 UTC May 14.



SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP-1)

Chapter –8 (Page 254)

(Source: INS Sutlej)

*Article 8.136,
Delete Para 4.*

Chapter –8 (Page 257)

(Source: INS Sutlej)

*Article 8.161,
Para 2, line 2,*

*Delete Position of Perigee Light-float and replace by,
“21°42'.11N, 072°18'.00E”.*

*Article 8.163,
Delete Para 2 and replace by,*

*2 Perigee Light-float (red, radar reflector, bell fog signal,
height 12 m) (21°42'.11 N, 072°18'.00 E) is moored about 9
cables SSW of Perigee Rock (8.162).*

Chapter –9 (Page 287)

(Source: INS Sutlej)

Delete article 9.192.

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 07 dated 01 Apr 2014)

COAST RADIO STATIONS

PAGE 27 – 28, MADAGASCAR, ANTALAHA to VOHEMAR,

Delete entries and replace by:

ANTALAHA	14°54'.12S 50°16'.98E
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VHF

	Ch 16	0500-0900 1100-1300
--	-------	---------------------

ANTSIRANANA (6XC22)	12°20'.81S 49°17'.35E	
MMSI 006472100	DSC MF HF	

VHF

	Ch 16	0500-0900 1100-1300
--	-------	---------------------

ILE SAINTE MARIE	17°00'.27S 49°50'.71E
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VHF

	Ch 16	0500-0900 1100-1300
--	-------	---------------------

MAHAJANGA	15°40'.00S 46°21'.00E
------------------	------------------------------

VHF

	Ch 16	0500-0900 1100-1300
--	-------	---------------------

MAINTIRANO	18°03'.70S 44°01'.28E
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VHF

	Ch 16	0500-0900 1100-1300
--	-------	---------------------

NOSY BE	13°24'.16S 48°16'.52E
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VHF

	Ch 16	0500-0900 1100-1300
--	-------	---------------------

TOAMASINA (5RS)	18°08'.07S 49°24'.60E
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VHF

	Ch 16	0500-0900 1100-1300
--	-------	---------------------

VOHEMAR	13°21'.21S 50°00'.48E
---------	-----------------------

VHF	Ch 16	0500-0900 1100-1300
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(Source: BA 18/14)

(09/14)

INP 31(2), 2007

(Last correction: Edition No. 06 dated 16 Mar 2014)

NIL

INP 31(5), 2011

(Last correction: Edition No. 07 dated 01 Apr 2014)

NIL

INP 31(6), 2012

(Last correction: Edition No. 05 dated 01 Mar 2014)

NIL

SECTION – IX **REPORTING OF NAVIGATIONAL DANGERS**

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

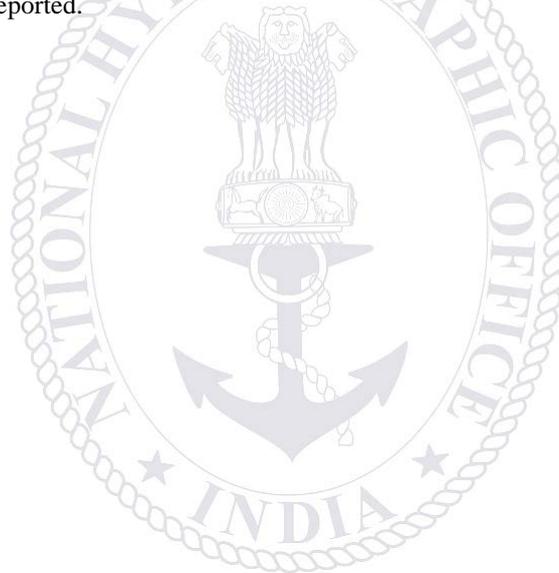
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

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

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

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

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

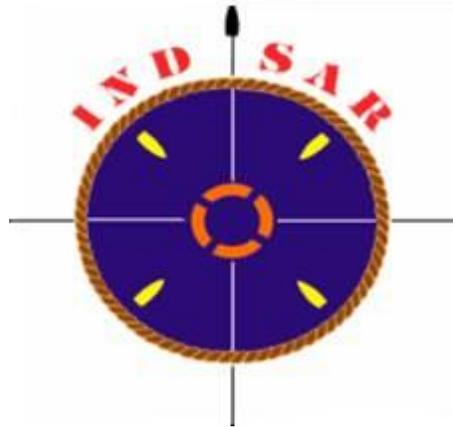


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date		Ref. Number			
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date		Time (UTC/IST)			
Object of Changes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

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

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

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



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC