



INDIAN NOTICES TO MARINERS



EDITION NO. 10 DATED 16 MAY 2014

(CONTAINS NOTICES 100 TO 104)

REACH US 24 x 7



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



+91-135-2748373



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



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

WWW

www.hydrobharat.nic.in

CONTENTS

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

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

FEEDBACK: msis-incho-navy@nic.in



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



© Govt. of India Copyright

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

II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

1. The forthcoming Indian Charts are as follows:-

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

Availability of ENC's.

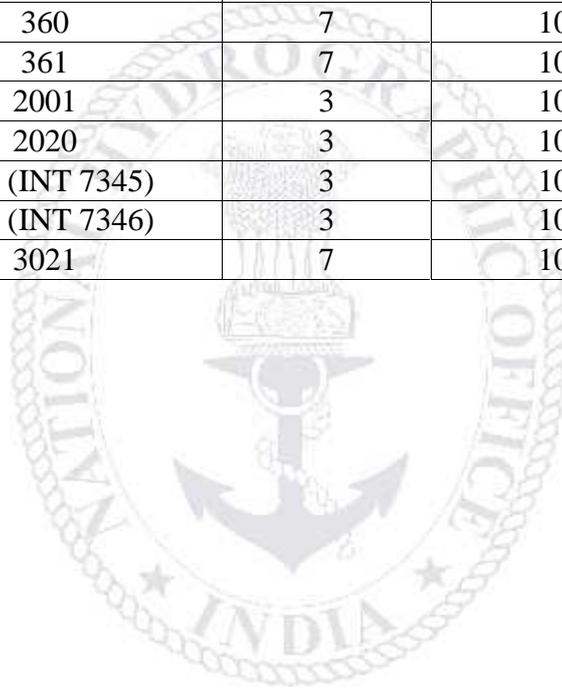
The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the world wide network of their agents and distributors. Updates are also made available as per the existing 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 100 to 104 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
31	5	104
210	2	101
211	3	101
213	3	102
214	3	103
255 (INT 7334)	3	101
256 (INT 7340)	3	102
257 (INT 7343)	3	103
292 (INT 7021)	2	101
293 (INT 7022)	3	101
319	7	104
360	7	104
361	7	104
2001	3	100
2020	3	103
2022 (INT 7345)	3	103
2078 (INT 7346)	3	103
3021	7	104



SECTION – II
PERMANENT NOTICES

***100/(10/14) INDIA – WEST COAST – Mumbai Docks – Jetty. Depths.**

Source: NHO Dehradun.

Chart 2001 [previous update 053/13]

Insert  accompanying block showing Jetty, Depths centered on: 18° 56′.58N., 72° 51′.06E.

***101/(10/14) INDIA – WEST COAST – Approaches to Mumbai – Platforms.**

Source: HQODAG.

Chart 292 (INT 7021) [previous update 095/14]

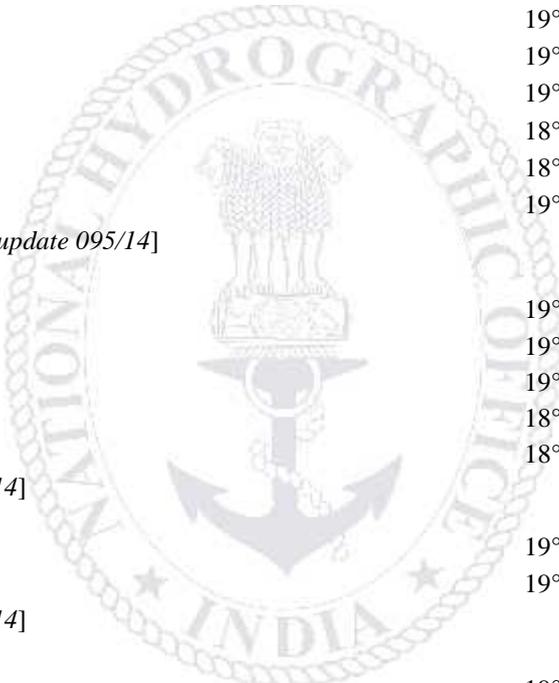
Insert   19° 14′.45N., 70° 58′.88E.
19° 06′.08N., 70° 56′.44E.
19° 22′.29N., 71° 03′.63E.
19° 34′.12N., 71° 07′.98E.
19° 37′.55N., 71° 02′.40E.
19° 41′.96N., 71° 03′.14E.
19° 38′.36N., 70° 56′.71E.
19° 37′.96N., 72° 21′.74E.
18° 58′.27N., 71° 30′.00E.
18° 58′.39N., 71° 37′.45E.
19° 35′.37N., 72° 00′.23E.

Chart 293 (INT 7022) [previous update 095/14]

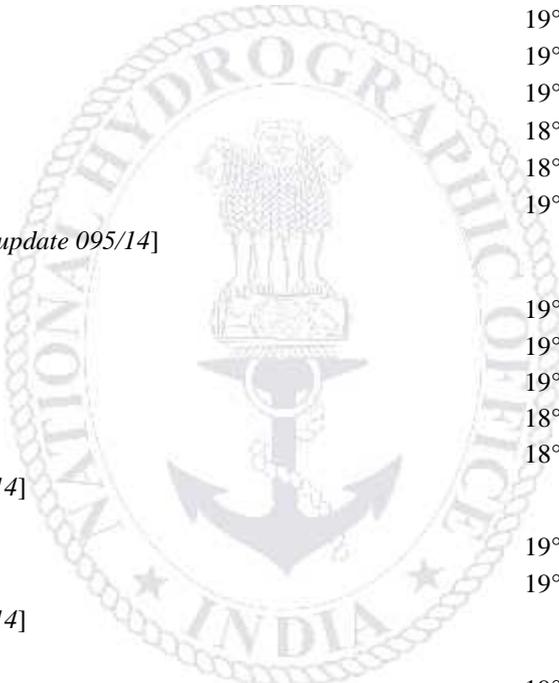
Insert   19° 14′.45N., 70° 58′.88E.
19° 06′.08N., 70° 56′.44E.
19° 22′.29N., 71° 03′.63E.
18° 58′.27N., 71° 30′.00E.
18° 58′.39N., 71° 37′.45E.

Chart 210 [previous update 095/14]

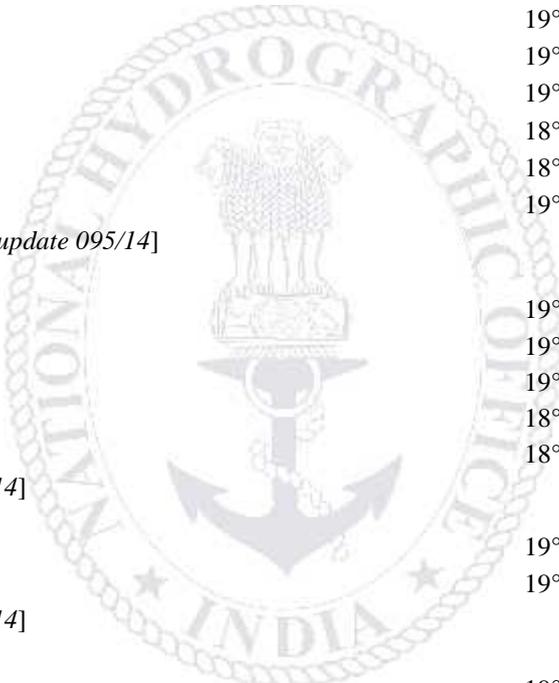
Insert   19° 37′.96N., 72° 21′.74E.
19° 35′.37N., 72° 00′.23E.

Chart 211 [previous update 096/14]

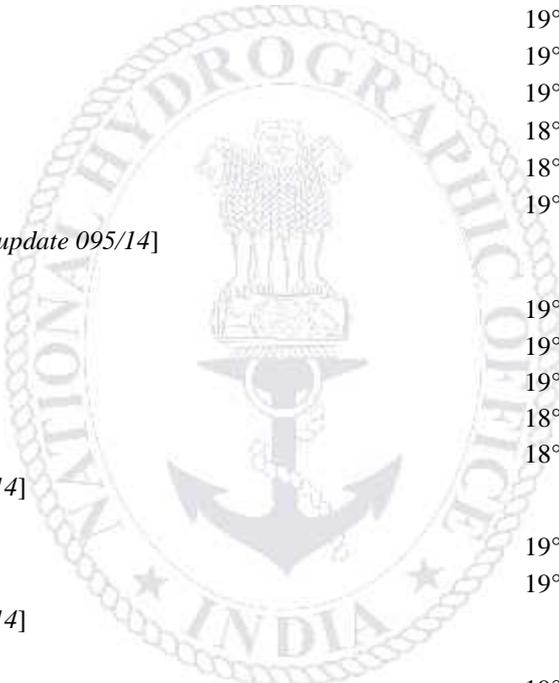
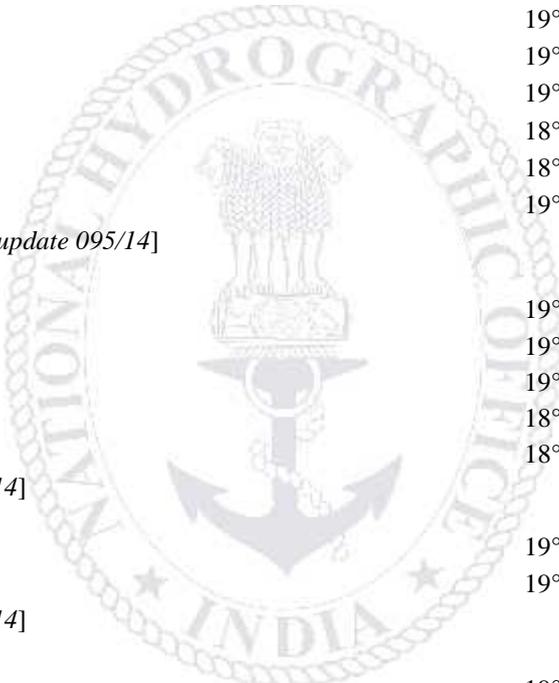
Insert   19° 37′.96N., 72° 21′.74E.
18° 35′.75N., 72° 17′.62E.
18° 31′.88N., 72° 16′.73E.
18° 43′.58N., 72° 13′.69E.
18° 31′.90N., 72° 15′.24E.

Chart 255 (INT 7334) [previous update 096/14]

Insert   19° 21′.79N., 71° 23′.87E.
19° 22′.70N., 71° 16′.34E.
19° 14′.40N., 70° 58′.91E.
19° 10′.57N., 71° 57′.75E.
19° 06′.03N., 70° 56′.47E.
19° 22′.24N., 71° 03′.66E.
19° 34′.20N., 71° 17′.91E.
19° 34′.07N., 71° 08′.01E.
19° 37′.50N., 71° 02′.43E.
19° 41′.91N., 71° 03′.17E.
19° 38′.31N., 70° 56′.74E.
19° 34′.64N., 71° 20′.13E.

***101/(10/14) INDIA – WEST COAST – Approaches to Mumbai – Platforms. Continued.**

19° 32'·59N., 71° 20'·47E.
 19° 37'·91N., 72° 21'·77E.
 19° 36'·65N., 71° 24'·05E.
 19° 40'·31N., 71° 19'·42E.
 19° 34'·07N., 71° 25'·16E.
 19° 23'·44N., 71° 25'·22E.
 19° 01'·89N., 71° 26'·91E.
 19° 01'·64N., 71° 25'·62E.
 18° 58'·22N., 71° 30'·03E.
 18° 58'·34N., 71° 37'·48E.
 19° 21'·02N., 71° 11'·81E.
 19° 26'·13N., 71° 10'·93E.
 19° 35'·32N., 72° 00'·26E.
 19° 21'·00N., 71° 18'·28E.
 18° 35'·70N., 72° 17'·65E.
 18° 31'·83N., 72° 16'·76E.
 18° 43'·53N., 72° 13'·72E.
 18° 31'·85N., 72° 15'·27E.

***102/(10/14) INDIA – WEST COAST – Ratnagiri to Vengurla – Obstructions. Wrecks.**

Source: NHO.

Chart 256 (INT 7340) [previous update 154/13]

Insert



16° 10'·57N., 73° 26'·12E.
 16° 09'·54N., 73° 26'·49E.
 16° 09'·34N., 73° 26'·55E.

Chart 213 [previous update 154/13]

Insert



16° 10'·62N., 73° 26'·08E.
 16° 09'·59N., 73° 26'·45E.
 16° 09'·39N., 73° 26'·51E.

Delete



16° 39'·54N., 73° 19'·84E.
 16° 39'·33N., 73° 19'·85E.

***103/(10/14) INDIA – WEST COAST – Port of Mormugao – Wrecks. Fouls.**

Source: NHO.

Chart 257 (INT 7343) [previous update 204/13]

Delete



15° 25'·94N., 73° 50'·48E.
 15° 22'·35N., 73° 42'·48E.
 15° 28'·48N., 73° 47'·78E.

Chart 214 [previous update 261/12]

Delete



15° 25'·60N., 73° 50'·93E.
 15° 25'·94N., 73° 50'·38E.
 15° 22'·36N., 73° 42'·44E.
 15° 28'·54N., 73° 47'·78E.

Chart 2022 (INT 7345) [previous update 261/12]

Delete



15° 25'·65N., 73° 50'·93E.
 15° 29'·96N., 73° 45'·81E.
 15° 21'·58N., 73° 46'·85E.
 15° 25'·94N., 73° 50'·36E.

***103/(10/14) INDIA – WEST COAST – Port of Mormugao – Wrecks. Fouls. Continued.**

15° 22′.36N., 73° 42′.45E.

15° 28′.54N., 73° 47′.80E.

Chart 2020 [previous update 261/12]

Delete



15° 25′.65N., 73° 50′.93E.

15° 29′.96N., 73° 45′.81E.



15° 21′.58N., 73° 46′.85E.

15° 25′.94N., 73° 50′.36E.



15° 21′.02N., 73° 46′.72E.

15° 28′.54N., 73° 47′.78E.



15° 22′.36N., 73° 42′.47E.

Chart 2078 (INT 7346) [previous update 034/13]

Delete



15° 25′.88N., 73° 50′.41E.

104/(10/14) BANGLADESH – Approaches To Chittagong – Wrecks. Light.

Source: BA Notice 1815/14.

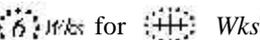
Chart 31 [previous update 083/14] WGS 84

Insert



20° 59′.30N., 91° 55′.50E.

Substitute



21° 47′.60N., 91° 40′.10E.

Chart 360 [previous update 083/14]

Insert

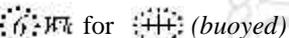


22° 17′.85N., 91° 43′.87E.



20° 59′.25N., 91° 55′.67E.

Substitute



21° 47′.54N., 91° 40′.30E.

Chart 361 [previous update 083/14]

Insert

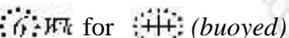


22° 17′.86N., 91° 43′.89E.



20° 59′.26N., 91° 55′.69E.

Substitute



21° 47′.54N., 91° 40′.30E.

Chart 319 [previous update 540/08] WGS 84

Insert



20° 59′.30N., 91° 55′.50E.

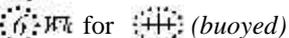
Chart 3021 [previous update 109/13]

Insert



22° 17′.90N., 91° 43′.89E.

Substitute



21° 47′.54N., 91° 40′.30E.

Amend Characteristic of light buoy to, *Fl(2)3s*

22° 12′.33N., 91° 43′.96E.

Chart 3021 (Plan) [previous update 109/13]

Insert



22° 17′.90N., 91° 43′.89E.

Amend Characteristic of light buoy to, *Fl(2)3s*

22° 12′.33N., 91° 43′.96E.

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

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

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

5. GAGAN SYSTEM COMMISSIONED FOR OPERATIONS

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

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

6. USAGE OF THURAYA/ IRRIDUM AND SATELLITE PHONE

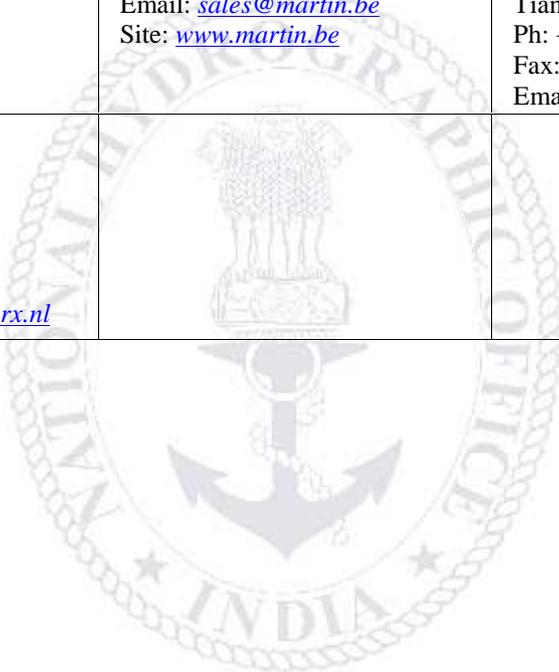
The use of Thuraya, Iridium and other such satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act. It is intimated to all shipping companies/ shipping agents that use of Thuraya/ Iridium and other such satellite phones are banned in Indian waters and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

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

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

Distribution of Indian Paper Charts and Nautical Publications

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

<p>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, Seetammappeta, 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 inforce as on 15 May 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 - 058 079 089 098 111 119 123 129 135 151 153 154 187 192 194 208 211 213
221 223 224 225 233 241 242 243 247 252 253 257 258 261 262 270 275 278 284 286 287
288 289 290 292 293 294 295 296 297 298

3. NAVAREA VIII Warnings issued during the period from 01 May to 15 May 14 (both dates inclusive) are as tabulated below: –

<p>274. India West Coast – Arabian Sea. Charts 22 216 257 293 INT 71 INT 705. Firing practice will be carried out by air force between 020430 to 020530 UTC May, 030330 to 030730 UTC May and 040530 to 040630 UTC May 14 in area bounded by</p> <p>(a) 15-03.30N 073-25.40E (b) 14-23.06N 074-03.08E (c) 14-00.00N 073-17.45E</p> <p>2. Caution advised. 3. Cancel this MSG 040730 UTC May 14.</p>
<p>275. Andaman Sea – East Island. Charts 33 41 401 402 473 4031 INT 71 INT 706. East island DGPS (13-37.79N 093-02.94E) running on less power.</p>
<p>276. Andaman Sea – Passage Island. Charts 41 405 473 4030 INT 706. Firing practice by naval ships from 0530 to 0730 UTC daily on 08 and 09 May 14 in area bounded by</p> <p>(a) 11-05N 092-32E (b) 11-17N 092-47E (c) 11-17N 092-32E (d) 11-05N 092-47E</p> <p>2. Safe flying height 7000 metres. 3. Cancel this MSG 090830 UTC May 14.</p>
<p>277. India East Coast – Bay of Bengal. Charts 31 32 391 INT 71 INT 701 INT 706. Firing practice by naval ships from 112330 to 120430 UTC May, 121330 to 121829 UTC May, 122330 to 130430 UTC May and 131330 to 131829 UTC May 14 in following areas</p> <p>AREA-I</p> <p>(a) 15-30N 083-24E (b) 16-14N 084-00E (c) 15-34N 084-46E (d) 15-08N 084-24E</p> <p>Safe flying height 22000 metres.</p> <p>AREA-II</p> <p>(a) 15-30N 083-24E (b) 16-22N 084-06E (c) 15-14N 085-22E (d) 14-32N 084-50E</p> <p>Safe flying height 6000 metres. 2. Cancel this MSG 131929 UTC May 14.</p>
<p>278. India East Coast – Off Chennai. Charts 32 33 313 356 357 391 INT 706. One crew reported missing from sunken catamaran in approx position 13-08N 080-22E since 29 Apr 14.</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>
<p>279. NAVAREA VIII – Messages in force as on 021004 UTC May 14.</p> <p>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</p> <p>2014 SERIES - 058 077 079 089 098 111 119 123 129 135 151 153 154 187 192 194 208 211 213 221 223 224 225 233 241 242 243 247 252 253 256 257 258 261 262 267 268 269 270 271 272 273 274 275 276 277 278</p> <p>(a) NAVAREA VIII warnings less than 42 days old (187/14 onward) are promulgated via Safetynet. (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in (c) Texts of NAVAREA VIII warnings are also printed in section v of fortnightly editions of Indian Notices to Mariners.</p> <p>2. Cancel this MSG 091004 UTC May 14.</p>

280. Indian Ocean – Off Huvadú Atoll. Charts 23 270 INT 71 INT 72 INT 702. 17 metres in length black coloured barge GC-425(3829) loaded with two containers (length-6.1 metres) reported adrift and untraceable due to breaking of tow line since 04 May, last known position 00-03.5N 073-38.4E (135 Gan Island 17 NM, near Huvadú Atoll). Barge drifting towards south easterly side.			
2. Caution advised.			
281. Cancel NAVAREA VIII 077/14 and this MSG.			
282. India East Coast- Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 051003 UTC May 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	19-38.90N	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 269/14.			
283. India West Coast – Arabian Sea. Charts 22 293 INT 71 INT 72 INT 705. Firing practice by naval ships between 0030 to 1030 UTC daily on 13 and 14 May 14 in area bounded by			
(a) 17-03N	070-14E	(b) 17-28N	070-43E
(c) 17-20N	070-58E	(d) 16-51N	070-36E
2. Safe flying height 10000 metres.			
3. Cancel this MSG 141130 UTC May 14.			
284. Cancel NAVAREA VIII 280/14. Indian Ocean – Off Huvadú Atoll. Charts 23 270 INT 71 INT 72 INT 702. 17 metres in length black coloured barge GC-425(3829) loaded with two containers (length-6.1 metres) reported adrift and untraceable due to breaking of tow line since 04 may, last known position 00-03.5N 073-38.4E (158 Suvdiva Atoll LT 55 NM). Barge drifting towards south easterly side.			
2. Caution advised.			
285. India West Coast- Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 071001 UTC May 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	18-34.11N	072-13.45E	
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	

285. India West Coast- Arabian Sea. Continued.		
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 256/14.		
286. India East Coast – Bay of Bengal. Charts 31 32 391 INT 71 INT 701 INT 706. Firing practice by naval ships between 0130 to 0630 UTC daily from 14 to 16 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 160730 UTC May 14.		
287. India West Coast – Samiani Island. Charts 21 202 203 251 271 INT 705. Samiani Island north lighthouse (22-29.50N 069-05.48E) unlit.		
288. India West Coast – Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705. Firing by naval coast battery between 0530 UTC to 0730 UTC on 15 May 14.		
2. Danger area from 300 degree to 020 degree up to 12 NM seaward from position 22-28.04N 069-04.99E.		
3. Safe flying height 13000 metres.		
4. Cancel this MSG 150830 UTC May 14.		
289. India West Coast- Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 081002 UTC May 14		
ABAN III	18-45.65N	072-19.21E
ABAN IV	19-31.81N	071-25.03E
ABAN ICE	18-49.82N	070-55.98E
BADRINATH	21-36.81N	068-35.17E
CE THORNTON	18-30.06N	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	18-53.26N	071-28.70E
FG MC CLINTOK	18-34.11N	072-13.45E
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	23-01.00N	068-39.97E
KEDARNATH	21-02.47N	072-05.09E
NOBLE ED HOLT	19-36.62N	071-22.90E
NOBLE KENNETH DELANEY	18-39.66N	072-13.33E
RON TAPPMAYER	19-07.74N	072-02.61E
SAGAR GAURAV	19-37.52N	071-23.17E
SAGAR SHAKTI	19-13.89N	072-08.37E
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	19-18.81N	071-25.05E
Wide berth requested.		
2. Cancel NAVAREA VIII 285/14.		

<p>290. India East Coast- Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 081003 UTC May 14</p> <table border="0"> <tbody> <tr><td>ABAN II</td><td>15-01.03N</td><td>080-10.12E</td></tr> <tr><td>ACTINIA</td><td>16-26.83N</td><td>082-21.29E</td></tr> <tr><td>DEEP SEA MATDRILL</td><td>16-33.83N</td><td>082-19.90E</td></tr> <tr><td>DSR DHIRUBHAI DEEPWATER KG-1</td><td>16-30.19N</td><td>082-38.50E</td></tr> <tr><td>DSR DHIRUBHAI DEEPWATER KG-2</td><td>16-30.70N</td><td>082-33.60E</td></tr> <tr><td>PLATINUM EXPLORER</td><td>19-38.90N</td><td>088-10.50E</td></tr> <tr><td>GSF-140</td><td>16-27.12N</td><td>082-28.43E</td></tr> <tr><td>HERCULES TRIUMPH</td><td>16-28.46N</td><td>082-12.60E</td></tr> <tr><td>HERCULES 208</td><td>16-23.93N</td><td>082-07.94E</td></tr> <tr><td>MG HULME JR</td><td>16-35.05N</td><td>082-25.35E</td></tr> <tr><td>NOBLE DUCHESS</td><td>16-29.36N</td><td>082-23.88E</td></tr> <tr><td>SAGAR RATNA</td><td>15-17.29N</td><td>080-08.50E</td></tr> <tr><td>D S SAGAR VIJAY</td><td>16-19.08N</td><td>082-16.00E</td></tr> <tr><td>GSF EXPLORER</td><td>16-05.00N</td><td>082-14.01E</td></tr> <tr><td>SAGAR BHUSHAN</td><td>16-33.29N</td><td>082-23.76E</td></tr> </tbody> </table> <p>Wide berth requested.</p> <p>2. Cancel NAVAREA VIII 282/14.</p>	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	16-30.70N	082-33.60E	PLATINUM EXPLORER	19-38.90N	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	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	GSF EXPLORER	16-05.00N	082-14.01E	SAGAR BHUSHAN	16-33.29N	082-23.76E
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	16-30.70N	082-33.60E																																											
PLATINUM EXPLORER	19-38.90N	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	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																																											
GSF EXPLORER	16-05.00N	082-14.01E																																											
SAGAR BHUSHAN	16-33.29N	082-23.76E																																											
<p>291. India West Coast- Malacca Banks. Charts 21 209 210 254 292 INT 71. Aerial firing practice by coast guard aircraft from 0100 UTC to 1100 UTC on 12 May 14 in area bounded by</p> <table border="0"> <tbody> <tr><td>(a) 20-18.50N</td><td>072-02.50E</td><td>(b) 20-18.50N</td><td>072-15.00E</td></tr> <tr><td>(c) 20-09.50N</td><td>072-12.00E</td><td>(d) 20-09.50N</td><td>072-00.00E</td></tr> </tbody> </table> <p>2. Safe flying height 1600 metres.</p> <p>3. Cancel this MSG 121200 UTC May 14.</p>	(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																																					
(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																																										
<p>292. NAVAREA VIII – Messages in force as on 091001 UTC May 14.</p> <p>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</p> <p>2014 SERIES - 058 079 089 098 111 119 123 129 135 151 153 154 187 192 194 208 211 213 221 223 224 225 233 241 242 243 247 252 253 257 258 261 262 270 271 272 275 277 278 283 284 286 287 288 289 290 291</p> <p>(a) NAVAREA VIII warnings less than 42 days old (187/14 onward) are promulgated via Safetynet.</p> <p>(b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in</p> <p>(c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.</p> <p>2. Cancel this MSG 161001 UTC May 14.</p>																																													
<p>293. India West Coast – off Porbandar. Charts 21 204 252 253 271 292 INT 705. Firing practice by naval ships between 181330 TO 181829 UTC May, 181831 to 190530 UTC May, 191330 to 191829 UTC May and 191831 to 200530 UTC May 14 in area bounded by:</p> <table border="0"> <tbody> <tr><td>(a) 21-54N</td><td>069-18E</td><td>(b) 21-38N</td><td>067-42E</td></tr> <tr><td>(c) 20-05N</td><td>069-20E</td><td>(d) 21-36N</td><td>069-37E</td></tr> </tbody> </table> <p>2. Safe flying height 1500 metres.</p> <p>3. Cancel this MSG 200630 UTC May 14.</p>	(a) 21-54N	069-18E	(b) 21-38N	067-42E	(c) 20-05N	069-20E	(d) 21-36N	069-37E																																					
(a) 21-54N	069-18E	(b) 21-38N	067-42E																																										
(c) 20-05N	069-20E	(d) 21-36N	069-37E																																										
<p>294. India West Coast – Trivandrum. Charts 22 32 222 260 INT 71 INT 706. RH-200 rocket launch scheduled from Thumba (08-31.98N 076-52.05E) between 0530 to 0730 UTC on 21 May 14</p> <p>2. Danger zones:</p> <p>(a) Sector of radius 05 NM between azimuth 190 degree and 300 degree from Thumba.</p> <p>(b) Sector of radii 45 NM and 75 NM between azimuth 220 degree and 260 degree from Thumba.</p> <p>3. Cancel this MSG 210830 UTC May 14.</p>																																													
<p>295. India West Coast – Off Mumbai. Charts 21 22 211 255 293 2016 INT 705. Submarine cable repair operations in progress by cable ship Niwa till 03 Jun 14. Area of operations as follows</p> <table border="0"> <tbody> <tr><td>(a) 19-00.09N</td><td>072-34.82E</td><td>(b) 18-59.50N</td><td>072-08.35E</td></tr> </tbody> </table> <p>2. ROV will be working close to vessel in depth of 60 metres.</p> <p>3. Wide berth of atleast 01 NM around vessel advised.</p> <p>4. Cancel this MSG 040001 UTC Jun 14.</p>	(a) 19-00.09N	072-34.82E	(b) 18-59.50N	072-08.35E																																									
(a) 19-00.09N	072-34.82E	(b) 18-59.50N	072-08.35E																																										
<p>296. Cancel NAVAREA VIII 272/14 and this MSG. INM edition 096/14 refers.</p>																																													

297. Bay of Bengal - Andaman Sea. Charts 41 451 INT 71 INT 73 INT 706. Geotechnical site investigation survey in progress by survey vessel MV Mariner (call sign:HO9324) till 06 Jun 14 in area bounded by:

(a)	15-27.73N	095-13.30E	(b)	15-26.89N	095-14.05E
(c)	15-25.97N	095-15.08E	(d)	15-26.88N	095-17.57E
(e)	15-24.73N	095-18.30E	(f)	15-25.99N	095-30.12E

2. Wide berth of 1.1 NM from above area.

3. Cancel this MSG 070001 UTC Jun 14.

298. India West Coast – Arabian Sea. Charts 21 22 23 268 292 293 INT 71 INT 705. Survey vessel RV Northern Endeavour will carryout route survey prior to installation of fiber optic cable till 31 May 14 in area bounded by:

(a)	05-55.90N	077-54.90E	(b)	10-24.50N	074-12.10E
(c)	17-21.40N	068-24.00E	(d)	19-05.40N	072-06.40E

2. Wide berth from vessel advised.

3. Cancel this MSG 010001 UTC Jun 14.



SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP-1)

Chapter –2 (Page 113)

(Source: ROS, D - 218)

Delete article 2.522 and 2.523 and replace by,

Chart 272

Byramgore Reef

2.522

1 **Position.** Byramgore Reef (Chereapani Reef) (11° 55' N, 71° 47' E) lies 25 miles NW of Bitra Par (2.521) from which it is separated by a channel that is deep and free from charted dangers.

2 **Description.** Byramgore Reef is below-water, except for its SE point, which dries. Shoal depths lie all around this reef, but the shoal area on the N side, with depths of 7 to 15 m, is about 2 miles wide towards southwards and is indicated by overfalls. This N shoal area should be avoided as it may be shallower and is encumbered with coral reefs which can be plainly seen by a vessel passing over them. The coral rocks forming the reef are discernible at LW.

3 **Useful Landmarks:**

A concrete boundary pillar (11°49'.56 N, 71°50'.39 E) (2m in height, white colour), conical shape with Ashoka Emblem, lies near the Southern end of the reef.

4 **Offshore mark:**

A stranded wreck (11° 55'.46 N, 71° 48'.90 E) lies on the E side of the reef near its mid-point.

5 **Caution.** Whenever a vessel is making approach or navigating around the reef due consideration be given to the shallow depths on the Northern side of the reef. Differentiating the reef and surrounding is not usually possible as the reef remains submerged underwater. The discolouration of water indicating shallow depth is a useful aid for navigating in proximity.

6 **Tidal stream and current,** for details see 2.524 and 2.525.

Cherbaniani Reef

2.523

1 **Position.** Cherbaniani Reef (Beleapani Reef) (12° 21' N, 71° 53' E) is the N-most dangerous reef of Lakshadweep. It lies 17 miles NNE of Byramgore Reef (2.522) from which it is separated by a channel that, when clear of these reefs, is deep and free from charted dangers

2 **Description.** A sand cay, with an islet and some sandbanks on its N and E sides, lay at the S end of the reef, but the greater part of the reef is only visible towards LW with a small islet at the NW extremity of the reef. There exists two seamounts, one mount approx. 7 nm on the NNW of the reef with least depth of 359 m and the other mount 18 nm on the SE from the Southern tip of the reef with a least depth of 367 m.

3 **Useful Landmarks:**

A prayer hall (12° 23'.88 N, 71° 53'.93 E) (3m in height, white colour), standing near the North end of the reef.

A concrete boundary pillar (12°23'.89 N, 71°53'.92 E) (2m in height, white colour), conical shape with Ashoka Emblem, standing near the North end of the reef.

4 **Caution.** Whenever a vessel is making approach or navigating around the reef due consideration be given to the shallow depths on the Western side of the reef. The discolouration of water indicating shallow depth is a useful aid for navigating in proximity.

5 **Radar landfall.** While approaching from NNW, the reef may be identified by radar, from a distance of 8 nm.

6 **Anchorage.** Anchorage around the reef is not recommended due to presence of coral reef.

7 **Tidal stream and current,** for details see 2.524 and 2.525.

8.2

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					

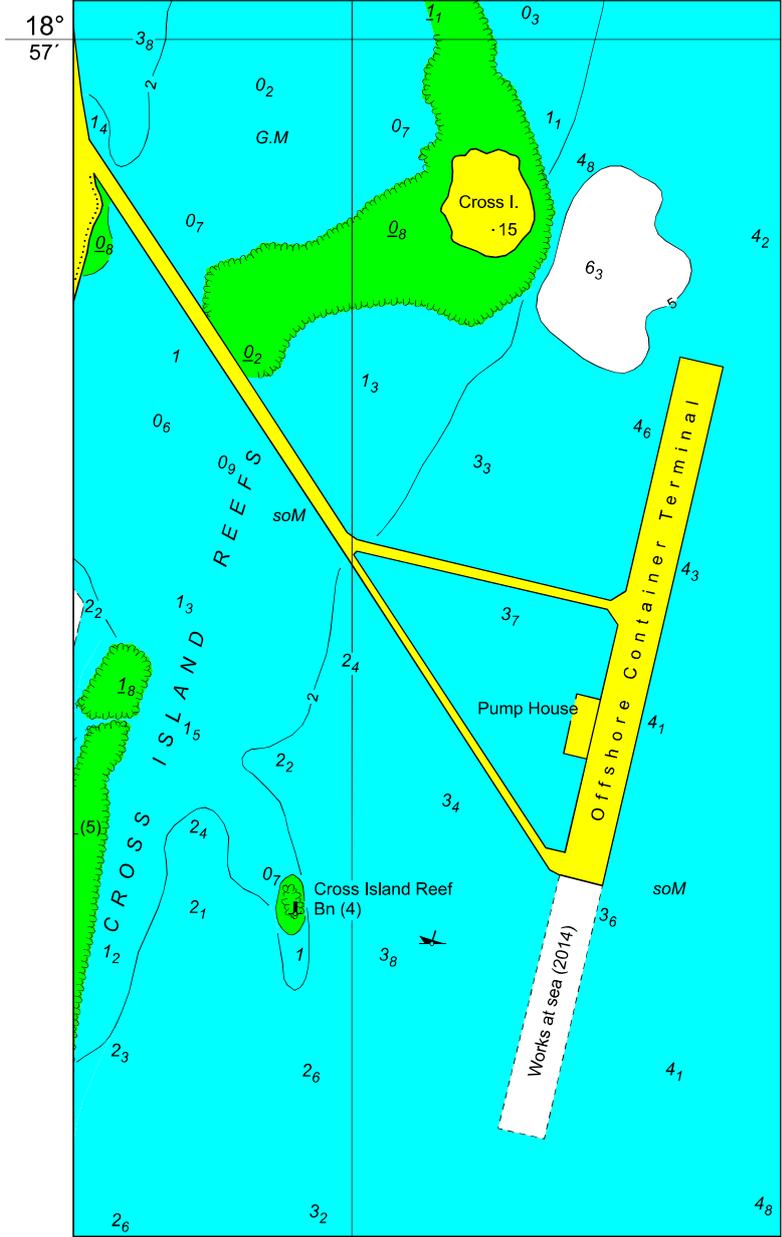
HYDROGRAPHIC NOTE FOR PORT INFORMATION (To accompany Form IH.102)		IH.102A (Revised 2012)	
Date		Ref. No.	
Name of the Ship or Sender			
Address			
Tel/Fax/E-mail			
1. NAME OF PORT			
Location	Latitude		Longitude
2. GENERAL REMARKS			
Principal activities and trade			
Number of ships and tonnage handled 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	

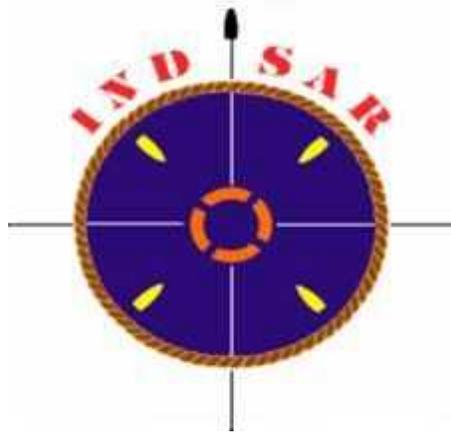
14. RESCUE & DISTRESS	
Salvage, Lifeboat, Life guards, etc	
15. SUPPLIES	
Fuel (Type, Quantities & Method of delivery)	
Fresh water (Method of delivery and Rate of supply)	
Provisions	
Chart agents	
16. COMMUNICATIONS	
Road, Rail and Air services available	
Nearest airport or airfield	
Port Radio and 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	

72°51'E

To accompany Indian Notices to Mariners No. 100/2014



Block correction for chart No. 2001



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