

# INDIAN NOTICES TO MARINERS



EDITION NO. 13 DATED 01 JUL 2014

(CONTAINS NOTICES 117 TO 125)

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## CONTENTS

Section No.	Title
I	List of Charts Affected
II	Permanent Notices
III	Temporary and Preliminary Notices
IV	Marine Information
V	NAVAREA VIII Warnings in force
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 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

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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 overloading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

## IV

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

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

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

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

**Use of Global Positioning System (WGS 84) positions.**

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

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

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

## **NEWLY PUBLISHED INDIAN CHARTS, ENC's AND PUBLICATION**

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
<b>2100</b>	<b>15-05-2014</b>	<b>APPROACHES TO PORT PIPAVAV</b> <u>Limits</u> 20° 40'.80N; 71° 20'.50E. 20° 58'.00N; 71° 35'.00E.	<b>50,000</b>	<b>2</b>	<b>Rs. 1870.00</b>
		<b>PORT PIPAVAV</b> <u>Limits</u> 20° 52'.47N; 71° 29'.17E. 20° 56'.00N; 71° 31'.82E.	<b>10,000</b>		
<b>4161</b>	<b>31-05-2014</b>	<b>CAR NICOBAR ISLAND</b> <u>Limits</u> 09° 03'.40N; 92° 41'.50E. 09° 19'.40N; 92° 52'.00E.	<b>30,000</b>	<b>6</b>	<b>Rs. 1870.00</b>
<b>2045</b> (INT 7360)	<b>30-06-2014</b>	<b>PORT OF KOCHI</b> <u>Limits</u> 09° 56'.40N; 76° 13'.53E. 09° 59'.00N; 76° 17'.57E.	<b>7,500</b>	<b>3</b>	<b>Rs. 1870.00</b>

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart/ Edition</i>	<i>Date of Publication</i>
<b>2100</b>	<b>31-03-2009</b>	<b>APPROACHES TO PORT PIPAVAV</b>	<b>2100</b>	<b>15-05-2014</b>
		<b>PORT PIPAVAV</b>		
<b>4032</b>	<b>31-07-2003</b>	<b>SAWAI BAY AND MALACCA ANCHORAGE</b>	<b>4161</b>	<b>31-05-2014</b>
<b>2045</b> (INT 7360)	<b>31-03-2013</b>	<b>PORT OF KOCHI</b>	<b>2045</b> (INT 7360)	<b>31-05-2014</b>

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>2014</b>	<b>MALPE PORT</b>	<b>15,000</b>	<b>New Chart</b>
<b>2023</b>	<b>KAVARATTI ISLAND; KILTAN ISLAND</b>	<b>25,000</b>	<b>New Chart</b>
<b>2118</b>	<b>AZHICKAL PORT</b>	<b>7,500</b>	<b>New Chart</b>
<b>3039</b>	<b>KATTUPALLI PORT</b>	<b>12,500</b>	<b>New Edition</b>
<b>4044</b>	<b>SOUTH MIDDLE STRAIT</b>	<b>12,500</b>	<b>New Chart</b>
<b>4045</b>	<b>NORTH MIDDLE STRAIT</b>	<b>12,500</b>	<b>New Chart</b>

4. 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>
<b>IN64012P</b>	<b>4012</b>	<b>PORT BLAIR- INNER HARBOUR</b>	<b>10-06-2014</b>

## VI

5. The new edition 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>
<b>IN62110B</b>	<b>2110</b>	<b>DAHEJ HARBOUR</b>	<b>10-06-2014</b>

6. 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>
<b>IN64012N</b>	<b>4012</b>	<b>PORT BLAIR- INNER HARBOUR</b>	<b>07-03-2008</b>

### Availability of ENC's.

The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the world wide network of their agents and distributors. Updates are also made available as per the existing policy of the distributor. Mariners and other ENC users may contact the under mentioned for further details:

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: <a href="mailto:helpdesk@ukho.gov.uk">helpdesk@ukho.gov.uk</a> Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>	JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: <a href="mailto:enc@jeppesen.com">enc@jeppesen.com</a> , <a href="mailto:info@c-map.co.no">info@c-map.co.no</a> Website: <a href="http://www.jeppesen.com">www.jeppesen.com</a>
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:- <a href="mailto:data@ecc.no">data@ecc.no</a> Website: - <a href="http://www.primar.org">www.primar.org</a>	

# TEMPORARY AND PRELIMINARY NOTICES

*In Force 01 Jul 2014*

*(Former In Force List dated 01 Apr 2014 is cancelled)*

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## Cancelled Notices

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### **Area Notice No.**

- 1 Nil.
  - 2 130/13,134/13.
  - 3 064/14.
  - 4 Nil.
- 

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

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

## 2. INDIA WEST COAST – INDIAN OCEAN

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



## VIII

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

129/13	211 – 2016 (INT 7336) – 2015 (INT 7337) – 2001 – 2076 (INT 7338).	INDIA – WEST COAST – Mumbai Harbour – Dredging Operation.
049/14	22(INT 752) – 23– 32(INT 754) – 214 – 215 – 221 – 253(INT 7328) – 257 (INT 7343) – 259 (INT 7356) – 260 (INT 7362) – 261 – 263(INT 7383) – 272– 293(INT 7022)	INDIA – WEST COAST – Arabian Sea- ADCP Mooring.
055/14	2004(INT 7359) – 2029(INT 7358)	INDIA – WEST COAST – Port of Kochi – Kochi Harbour – Dredging Channel limit.
065/14	23– 31– 33 – 7070(INT 70) – 7071(INT 71) – 7072 (INT 72) – 7073(INT 73) – 7702 (INT 702) – 7703(INT 703) – 7706(INT 706) – 7707(INT 707) – 7708(INT 708)	INDIA – WEST COAST – Port of Kochi – Kochi Harbour – Dredging Channel limit.
098/14	2102– 2039	INDIA – WEST COAST– Bhavnagar Port – Jetty.
099/14	21– 203(INT 7319) – 2017	INDIA – WEST COAST – Gulf of Kachchh – Eastern Portion – Buoys.
116/14	2016 (INT 7336) – 2076 (INT 7338)	INDIA – WEST COAST – Inner Approaches to Mumbai – Construction Work.

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

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
237/10	406 – 4010.	ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay – Light.
145/11	351 – 301 – 3011 (INT 7421).	INDIA – EAST COAST – Approaches to Hugli River. Works.
094/12	33 – 41 (INT 757) – 402 – 403 – 404 – 405 – 406 – 407 – 408 – 409 – 471 – 472 (INT 7032) – 473 (INT 7031) – 4016 – 4035.	INDIA – ANDAMAN SEA – Fish Aggregating Devices.
183/12	31 – 32 (INT 754) – 33 – 354 (INT 7408).	INDIA – BAY OF BENGAL – Argo Floats.
212/12	3034.	INDIA – EAST COAST – Krishnapatnam Port – Port Development. Dredging.
225/12	31 – 321 – 322 – 371 – 3020.	BAY OF BENGAL – MYANMAR COAST – Combermere Bay to Cheduba Strait – Platform.
239/12	352 (INT 7416) – 3010 (INT 7418).	INDIA – EAST COAST – Paradip Port – Dredging. Restricted Area.
288/12	31 – 32 (INT 754) – 354 (INT 7408) – 355 (INT 7405) – 391 – 7071 (INT 71) – 7073 (INT 73) – 7706 (INT 706).	INDIA – EAST COAST – Bay of Bengal – Drilling Operation.
159/13	31 – 41 (INT 757) – 409 – 471 – 472 – 4035 – 4039.	INDIA – ANDAMAN SEA – Nicobar Island – Campbell Bay – Jetty.



## IX

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

- |        |   |  |
|--------|---|--|
| 181/13 | 31 – 32 (INT 754) – 33 – 41 (INT 757) – 292 (INT 7021) – 404 – 405 – 472 (INT 7032) – 473 (INT 7031) – 7706 (INT 706) – 7707 (INT 707). | INDIA – EAST COAST – Bay of Bengal – Data Buoy. Tsunami Buoy.                  |
| 195/13 | 352(INT7416) – 3005.  | INDIA – EAST COAST – Gopalpur Port – Breakwater. Wrecks. Onshore Installation. |
| 125/14 | 31 – 32(INT 754) –33 –308 –352 (INT 7416) – 354 (INT 7408) – 355 (INT 7405) – 357(INT 7397) – 391.                                      | INDIA – EAST COAST – Bay of Bengal- ADCP Mooring.                              |

### 4. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA

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

**SECTION – I**

The list of charts affected by the Notices 117 to 125 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
31	5	125 (T)
32 (INT 754)	5	125 (T)
33	5	125 (T)
41 (INT 757)	6	124
207	2	117, 121
208	2	119, 120, 121
254 (INT 7331)	2	121
308	5	125 (T)
352 (INT 7416)	5	125 (T)
354 (INT 7408)	5	125 (T)
355 (INT 7405)	5	125 (T)
357 (INT 7397)	5	125 (T)
391	5	125 (T)
407	6	117
432	7	124
433	7	124
2039	2	119
2044	2	120, 121
2049	2	122
2050	2	122
2081	2	117
2082	2	119
2110	2	118, 119
8004	1	123

## SECTION – II

### PERMANENT NOTICES

**\*117/(13/14) Miscellaneous updates to charts.**

Source: NHO Dehradun.

Chart	Previous Updates	Details
<b>2081</b>	173/12	Insert Chart No. 2100 and Magenta limit as follows: 20° 40'·80N., 71° 20'·50E. 20° 40'·80N., 71° 32'·85E. (E Border) 20° 58'·00N., 71° 32'·85E. (E Border) 20° 58'·00N., 71° 20'·50E.
		Delete Chart No. 2100 and Magenta limit as follows: 20° 40'·50N., 71° 20'·50E. 20° 40'·50N., 71° 32'·85E. (E Border) 20° 58'·00N., 71° 32'·85E. (E Border) 20° 58'·00N., 71° 20'·50E.
<b>207</b>	108/14	Insert Chart No. 2100 and Magenta limit as follows: 20° 40'·80N., 71° 20'·50E. 20° 40'·80N., 71° 35'·00E. 20° 58'·00N., 71° 35'·00E. 20° 58'·00N., 71° 20'·50E.
		Delete Chart No. 2100 and Magenta limit as follows: 20° 40'·50N., 71° 20'·50E. 20° 40'·50N., 71° 35'·00E. 20° 58'·00N., 71° 35'·00E. 20° 58'·00N., 71° 20'·50E.
<b>407</b>	077/14	Insert Chart No. 4161 and Magenta limit as follows: 09° 03'·40N., 92° 41'·50E. 09° 03'·40N., 92° 52'·00E. 09° 19'·40N., 92° 52'·00E. 09° 19'·40N., 92° 41'·50E.
		Delete Chart No. 4032 and Magenta limit as follows: 09° 08'·40N., 92° 40'·50E. 09° 08'·40N., 92° 54'·00E. 09° 17'·00N., 92° 54'·00E. 09° 17'·00N., 92° 40'·50E.

**\*118/(13/14) INDIA – WEST COAST – Gulf of Khambhat – Dahej Harbour – Buoy.**

Source: IH- 102, INS Suttlej.

**Chart 2110** [previous update 112/14]

Delete		Fl.G.5s No.3	21° 36'·70N., 72° 32'·10E.
		Fl.R.5s No.4	21° 37'·08N., 72° 32'·05E.
		Fl.G.5s No.5	21° 37'·40N., 72° 32'·40E.

**\*119/(13/14) INDIA – WEST COAST – Gulf of Khambhat – Dahej Harbour – Restricted Area. Legend.**

Source: GMB

**Chart 208** [previous update 094/14]

Insert	limit of restricted area, T T T T T T T , joining:	21° 40'·62N., 72° 30'·45E. 21° 40'·63N., 72° 30'·74E. 21° 39'·90N., 72° 30'·75E.. 21° 39'·89N., 72° 30'·46E. 21° 40'·62N., 72° 30'·45E.
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**\*119/(13/14) INDIA – WEST COAST – Gulf of Khambhat – Dahej Harbour – Restricted Area. Legend.**  
Continued.

**Chart 2039** [previous update 094/14]

Insert limit of restricted area,  $\tau\tau\tau\tau\tau\tau$ , joining:  $21^{\circ} 40' \cdot 61N., 72^{\circ} 30' \cdot 47E.$   
 $21^{\circ} 40' \cdot 62N., 72^{\circ} 30' \cdot 76E.$   
 $21^{\circ} 39' \cdot 89N., 72^{\circ} 30' \cdot 77E..$   
 $21^{\circ} 39' \cdot 88N., 72^{\circ} 30' \cdot 48E.$   
 $21^{\circ} 40' \cdot 61N., 72^{\circ} 30' \cdot 47E.$

**Chart 2082** [previous update 107/14]

Insert limit of restricted area,  $\tau\tau\tau\tau\tau\tau$ , joining: (a)  $21^{\circ} 40' \cdot 62N., 72^{\circ} 30' \cdot 45E.$   
 (b)  $21^{\circ} 40' \cdot 63N., 72^{\circ} 30' \cdot 74E.$   
 $21^{\circ} 39' \cdot 90N., 72^{\circ} 30' \cdot 75E..$   
 $21^{\circ} 39' \cdot 89N., 72^{\circ} 30' \cdot 46E.$   
 $21^{\circ} 40' \cdot 62N., 72^{\circ} 30' \cdot 45E.$   
 legend, “LNG Zone”, along: (a) - (b) above

**Chart 2110** [previous update 118/14]

Insert limit of restricted area,  $\tau\tau\tau\tau\tau\tau$ , joining: (a)  $21^{\circ} 40' \cdot 65N., 72^{\circ} 30' \cdot 44E.$   
 (b)  $21^{\circ} 40' \cdot 66N., 72^{\circ} 30' \cdot 73E.$   
 $21^{\circ} 39' \cdot 93N., 72^{\circ} 30' \cdot 74E..$   
 $21^{\circ} 39' \cdot 92N., 72^{\circ} 30' \cdot 45E.$   
 $21^{\circ} 40' \cdot 65N., 72^{\circ} 30' \cdot 44E.$   
 legend, “LNG Zone”, along: (a) - (b) above

**\*120/(13/14) INDIA – WEST COAST – Gulf of Khambhat – Southern Portion – Stumps.**

Source: VTS Khambhat.

**Chart 208** [previous update 119/14]

Insert   $21^{\circ} 13' \cdot 73N., 72^{\circ} 30' \cdot 50E.$   
 $21^{\circ} 11' \cdot 33N., 72^{\circ} 30' \cdot 43E.$

**Chart 2044** [previous update 094/14]

Insert   $21^{\circ} 13' \cdot 72N., 72^{\circ} 30' \cdot 53E.$   
 $21^{\circ} 11' \cdot 32N., 72^{\circ} 30' \cdot 46E.$







**\*121/(13/14) INDIA – WEST COAST – Gulf of Khambhat – Southern Portion – Buoys.**

Source: DLL Jamnagar.














**Chart 208** [previous update 120/14]

Insert  Fl.R.5s  $21^{\circ} 16' \cdot 17N., 72^{\circ} 11' \cdot 66E.$   
 Sultanpur  
 Delete  Fl.R.5s  $21^{\circ} 16' \cdot 30N., 72^{\circ} 11' \cdot 60E.$



















**Chart 254 (INT 7331)** [previous update 108/14]

Insert  Q.R  $20^{\circ} 52' \cdot 65N., 72^{\circ} 06' \cdot 39E.$   
 No.6  
 Substitute  Fl.10s  $20^{\circ} 35' \cdot 57N., 71^{\circ} 56' \cdot 31E.$   
 No.1 for,  Fl.10s  
 Fairway for,  Fl.5s  
 Fl.G.5s for,  Fl.5s  
 No.2 for,  No.2





**\*121/(13/14) INDIA – WEST COAST – Gulf of Khambhat – Southern Portion – Buoys. Continued.**

	 <i>Fl.R.5s</i> No.3	for,	 <i>Fl.5s</i> No.3	20° 40′·57N., 71° 59′·01E.
	 <i>Fl.R.2s</i> No.4	for,	 <i>Fl.2s</i> No.4	20° 44′·47N., 72° 02′·51E.
	 <i>Fl.(9)15s</i> No.5	for,	 <i>Fl.(9)15s</i> No.5	20° 47′·87N., 72° 07′·26E.
	 <i>Fl.(3)10s</i> No.8	for,	 <i>Fl.(3)10s</i> No.8	20° 59′·47N., 72° 06′·71E.
	 <i>Fl.R.3s</i> No.9	for,	 <i>Fl.R.3s</i> No.9	21° 02′·47N., 72° 09′·21E.
	 <i>Fl.R.5s</i> Sultanpur	for,	 <i>Fl.R.5s</i>	21° 16′·17N., 72° 11′·66E.
Delete	 <i>Fl</i> No.6			20° 52′·80N., 72° 06′·00E.

**Chart 207 [previous update 117/14]**

Insert	 <i>Q.R</i> No.6			20° 52′·68N., 72° 06′·38E.
Substitute	 <i>Fl.10s</i> No.1	for,	 <i>Fl.10s</i> No.1	20° 35′·60N., 71° 56′·30E.
	 <i>Fairway</i>		 <i>Fairway</i>	
	 <i>Fl.G.5s</i> No.2	for,	 <i>Fl.5s</i> No.2	20° 36′·60N., 71° 58′·45E.
	 <i>Fl.R.5s</i> No.3	for,	 <i>Fl.5s</i> No.3	20° 40′·60N., 71° 59′·00E.
	 <i>Fl.R.2s</i> No.4	for,	 <i>Fl.2s</i> No.4	20° 44′·50N., 72° 02′·50E.
	 <i>Fl.(9)15s</i> No.5	for,	 <i>Fl.(9)15s</i> No.5	20° 47′·90N., 72° 07′·25E.
	 <i>Fl.(3)10s</i> No.8	for,	 <i>Fl.(3)10s</i> No.8	20° 59′·50N., 72° 06′·70E.
	 <i>Fl.R.3s</i> No.9	for,	 <i>Fl.R.3s</i> No.9	21° 02′·50N., 72° 09′·20E.
Delete	 <i>Fl</i> No.6			20° 52′·90N., 72° 05′·90E.

**Chart 2044 [previous update 120/14]**

Insert	 <i>Fl.R.5s</i> Sultanpur			21° 16′·16N., 72° 11′·69E.
Substitute	 <i>Fl.R.3s</i> No.9	for,	 <i>Fl.R.3s</i> No.9	21° 02′·47N., 72° 09′·23E.
Delete	 <i>Fl.R.5s</i>			21° 16′·24N., 72° 11′·60E.

**122/(13/14) PAKISTAN COAST – Karachi Harbour – Light Beacon.**

Source: BA Notice – 2379/14.

**Chart 2050 [previous update 208/12] Everest Datum**

Delete	 Iso.2s11m14M	24° 47′·232N., 66° 59′·572E.
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**Chart 2049 [previous update 071/14] Unknown Datum**

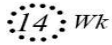
Delete	 Iso.2s11m14M	24° 47′·250N., 66° 59′·600E.
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**123/(13/14) IRAN, OMAN & THE UNITED ARAB EMIRATES – Jask to Dubayy & Jazireh – Ye Oeshm – Wreck.**

Source: BA Notice – 2527/14.

**Chart 8004** [previous update 084/14] Revised Nahrwan Datum

Insert



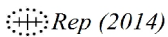
25° 17'·78N., 55° 12'·20E.

**124/(13/14) INDIA – ANDMAN SEA & MALACCA STRAIT THAILAND – West Coast - Wrecks.**

Source: BA Notice – 2711/14.

**Chart 41 (INT 757)** [previous update 213/13] WGS 84

Insert



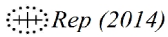
09° 06'·90N., 98° 10'·40E.

08° 38'·55N., 98° 11'·97E.

07° 41'·70N., 98° 46'·60E.

**Chart 432** [previous update 068/13] Everest Datum

Insert

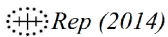


09° 06'·77N., 98° 10'·57E.

08° 38'·45N., 98° 12'·15E.

**Chart 433** [previous update 174/13] WGS 84

Insert



07° 41'·70N., 98° 46'·60E.



## **SECTION – III**

### **TEMPORARY AND PRELIMINARY NOTICES**

**\*125(T)/(13/14) INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.**

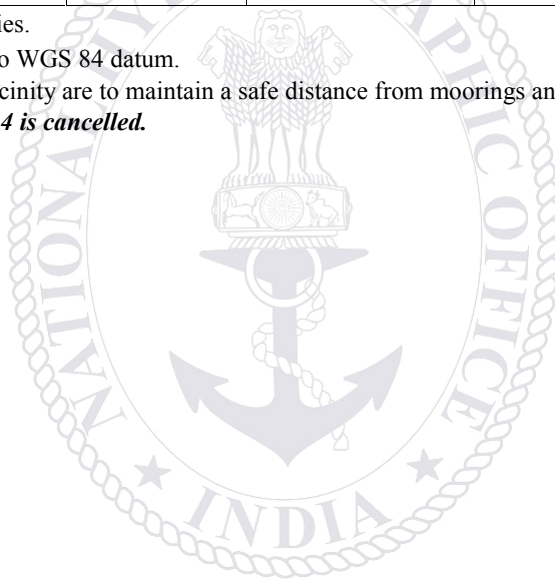
Source: NIO Goa.

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

ADCP Mooring	Positions		Depth (in metres)	Charts affected
*BOPS5	12° 01'.15N	80° 08'.09E	172	32 (INT 754), 33, 357 (INT 7397)
*BOPD5	12° 00'.43N	80° 12'.26E	180, 685	32 (INT 754), 33, 357 (INT 7397)
*BOKS5	16° 14'.98N	82° 06'.97E	190	31,32 (INT 754), 355(INT 7405), 391
*BOKD5	16° 06'.30N	82° 12'.30E	274	31,32 (INT 754), 355(INT 7405), 391
*BSVS4	17° 03'.62N	83° 03'.38E	173	31,32 (INT 754), 391, 354 (INT 7408)
*BOVS5	17° 49'.21N	84° 00'.10E	180	31, 32 (INT 754), 308, 354 (INT 7408), 391
*BOVD4	17° 45'.01N	84° 03'.50E	167, 573, 975	31,32 (INT 754), 308, 354 (INT 7408), 391
*BSGS4	18° 35'.00N	84° 52'.00E	170	31
*BOGS6	19° 24'.90N	85° 41'.50E	177	31,352 (INT 7416)
*BOGD6	19° 23'.70N	85° 47'.15E	193, 598, 104	31,352 (INT 7416)
*BNBD6	19° 01'.68N	88° 56'.40E	342, 447, 452	31
*NRB-1E	18° 37'.24N	84° 47'.51E	46	31
*NRB-1F	18° 20'.02N	84° 33'.28E	40	31
*NRB-1G	18° 24'.25 N	84° 45'.80E	352	31

\* Indicates new or revised entries.

- All positions referred to WGS 84 datum.
- Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.
- Former INM 064(T)/14 is cancelled.***





## **SECTION – IV** **MARINE INFORMATION**

### **1. NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

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

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

(Source - NAVAREA VIII Warning 100/12)

### **3. DISPLAY ANOMALIES IN ECDIS**

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

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

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

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

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

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

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

#### 4.2

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

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

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

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

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



### **Distribution of Indian Paper Charts and Nautical Publications**

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

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

**List of Indian Chart Agents.**

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a>	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : <a href="mailto:sbh@vsnl.com">sbh@vsnl.com</a>
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: <a href="mailto:sales@bogerdmartin.com">sales@bogerdmartin.com</a> , <a href="mailto:sarmarin@vsnl.com">sarmarin@vsnl.com</a>	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: <a href="mailto:ewsbom@bom3.vsnl.net.in">ewsbom@bom3.vsnl.net.in</a>
M/s C & C Marine Combine 25 Bank Street, 1 <sup>st</sup> Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: <a href="mailto:ccmarine@bom5.vsnl.net.in">ccmarine@bom5.vsnl.net.in</a>	M/s Maritime Charts & Publications 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: <a href="mailto:ewl-india@ewliner.com">ewl-india@ewliner.com</a>
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammampeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : <a href="mailto:maalakshmitravel@hotmai.com">maalakshmitravel@hotmai.com</a>	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: <a href="mailto:raj_chakravorty@yahoo.com">raj_chakravorty@yahoo.com</a> <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> Website: <a href="http://www.c-map.co.in">www.c-map.co.in</a>
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a>	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : <a href="mailto:info@inspireship.com">info@inspireship.com</a> <a href="mailto:pramod@inspireship.com">pramod@inspireship.com</a>
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: <a href="mailto:liftmarine77@yahoo.co.in">liftmarine77@yahoo.co.in</a> <a href="mailto:liftmarine77@gmail.com">liftmarine77@gmail.com</a>	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: <a href="mailto:ashishkantha@gmiindia.in">ashishkantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a>
Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: <a href="mailto:elemulti.services69@yahoo.com">elemulti.services69@yahoo.com</a>	L.R Marnie services 321, 3 <sup>rd</sup> floor, birya house, 265, perin nariman street, Fort, Mumbai – 400 001 Tel: + 91 9773779348/ 9821460258 Email: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a> <a href="mailto:lrmarine@live.com">lrmarine@live.com</a>

## **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 30 Jun 14:

**2013 Series** – 035 160 197 228 343 428 473 493 506 547 662 672

**2014 Series** – 111 119 129 151 153 154 187 192 194 211 221 224 225 233 241 242 252 275 284 304 308 310 311 320 323 336 337 341 347 348 350 354 356 357 358

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

<b>344.</b>	<b>Cancel NAVAREA VIII 334/14 and this MSG.</b> Suratkal DGPS on air.	
<b>345.</b>	<b>India West Coast – Off Goa.</b> Charts 22 214 215 216 257 293 INT 705 INT 706. Missile firing practice will be carried out between 0430 TO 0730 UTC and 0930 to 1130 UTC daily from 18 to 21 Jun 14 in area bounded by:	
	(a) 15-03.30N 073-25.40E	(b) 14-23.06N 074-03.08E
	(c) 14-00.00N 073-17.45E	
2.	Safe flying height 9200 metres.	
3.	Cancel this MSG 211230 UTC Jun 14.	
<b>346.</b>	<b>India West Coast – Trivandrum.</b> 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 25 Jun 14.	
2.	Danger zones:	
	(a) Sector of radius 05 NM between azimuth 190 and 300 degree from Thumba.	
	(b) Sector of radii 45 NM and 75 NM between azimuth 220 and 260 degree from Thumba.	
3.	Cancel this MSG 250830 UTC Jun 14.	
<b>347.</b>	<b>India East Coast – Off Chennai.</b> Charts 31 32 33 356 391 INT 706. Firing practice by coast guard aircraft from 0230 to 1130 UTC daily from 23 to 30 JUN 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 Jun 14.	
<b>348.</b>	<b>India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 171002 UTC Jun 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	16-30.02N 082-32.81E
	DSR DHIRUBHAI DEEPWATER KG-2	16-33.29N 082-32.85E
	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
	NOBLE DUCHESS	16-29.36N 082-23.88E
	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
	SAGAR RATNA	16-22.06N 081-59.40E
	wide berth requested.	
2.	Cancel NAVAREA VIII 342/14.	
<b>349.</b>	<b>Indian Ocean – Northern Part.</b> Charts 23 INT 71 INT 73 INT 707. White and blue coloured Sri Lankan fishing vessel Ashani Shanika-I (IMUL-A-0143-NBO, length-40 ft) reported adrift with six crew in vicinity 03-20N 079-44E.	
2.	Vessels transiting through the area to keep sharp look out and render assistance.	
<b>350.</b>	<b>Indian Ocean – Bay of Bengal.</b> Charts 31 32 33 313 391 INT 71 INT 73 INT 706 INT 707. PSLV- C23 rocket launch scheduled from launch pad 13-43.9N 080-14.2E between 0345 to 0615 UTC from 30 Jun to 02 Jul 14.	
2.	Danger areas:	
	(a) <b><u>Zone-1</u></b>	
	Circle of 10 NM around launcher	



350.	<b>Continued.</b>					
(b)	<b><u>Zone-2</u></b>					
	(I)	12-10N	081-05E	(II)	12-30N	081-30E
	(III)	11-50N	081-55E	(IV)	11-30N	081-30E
(c)	<b><u>Zone - 3</u></b>					
	(I)	09-05N	083-00E	(II)	09-10N	083-35E
	(III)	08-00N	083-45E	(IV)	07-55N	083-10E
(d)	<b><u>Zone - 4</u></b>					
	(I)	00-25S	082-35E	(II)	00-40S	083-45E
	(III)	03-10S	083-20E	(IV)	02-55S	082-10E
(e)	<b><u>Zone - 5</u></b>					
	(I)	28-35S	076-50E	(II)	29-05S	079-10E
	(III)	35-55S	077-40E	(IV)	35-25S	075-20E
3.	Caution advised.					
4.	Cancel this MSG 020715 UTC Jul 14.					
351.	<b>India East Coast – Visakhapatnam.</b> Charts 31 32 308 354 391 3002 INT 706. Seaward firing practice by Naval Coast Battery from 0930 to 1230 UTC on 26 Jun 14.					
2.	Danger zone sector of 15 NM radius between 070 and 130 degree from 17-42N 083-18E.					
3.	Safe flying height 2000 metres.					
4.	Cancel this MSG 261330 UTC Jun 14.					
352.	<b>NAVAREA VIII – Messages in force as on 201002 UTC Jun 14:</b>					
	<b>2013 Series</b> – 035 160 197 228 343 428 473 493 506 547 662 672					
	<b>2014 Series</b> – 111 119 129 151 153 154 187 192 194 211 221 224 225 233 241 242 252 275 284 304 308 310 311 314 317 318 320 323 332 336 337 341 345 346 347 348 349 350 351					
	(a) NAVAREA VIII warnings less than 42 days old (275/14 onward) are promulgated via SafetyNET.					
	(b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>					
	(c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.					
2.	Cancel this MSG 271002 UTC Jun 14.					
353.	<b>India East Coast – Chennai.</b> Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice by Naval Coast Battery between 0530 to 0730 UTC on 27 Jun 14.					
2.	Danger zone sector of 11 NM radius between 045 and 075 degree from 13-07.02N 080-18.01E.					
3.	Safe flying height 12800 metres.					
4.	Cancel this MSG 270830 UTC Jun 14.					
354.	<b>India East Coast – Bay of Bengal.</b> Charts 32 33 356 INT 71 INT 706. Firing practice between 0230 to 1130 UTC from 01 to 07 Jul and 15 to 21 Jul 14.					
2.	Danger zone 15 NM radius around 13-50N 081-40E.					
3.	Safe flying height 3100 metres.					
4.	Cancel this MSG 211230 UTC Jul 14.					
355.	<b>Andaman Sea – Andaman Islands.</b> Charts 41 404 405 473 4006 4016 INT 706. Firing practice will be carried out by Naval Coast Battery at Ross Island from 0830 to 1130 UTC on 25 Jun 14 in area bounded by:					
	(a)	11-39.7N	092-46.3E	(b)	11-40.6N	092-47.0E
	(c)	11-38.7N	092-53.1E	(d)	11-32.9N	092-48.3E
2.	Safe flying height 5000 metres.					
3.	Cancel this MSG 251230 UTC Jun 14.					
356.	<b>Cancel NAVAREA VIII 317/14. India West Coast – Gulf of Khambhat.</b> Charts 21 208 254 292 INT 71 INT 706. Yellow coloured buoy in position 21-39.26N 072-29.30E reported adrift.					
2.	Cancel this MSG 301001 UTC Jun 14.					
357.	<b>Cancel NAVAREAVIII 349/14 and this MSG.</b>					
358.	<b>NAVAREA VIII – Messages in force as on 271003 UTC Jun 14:</b>					
	<b>2013 Series</b> – 035 160 197 228 343 428 473 493 506 547 662 672					
	<b>2014 Series</b> – 111 119 129 151 153 154 187 192 194 211 221 224 225 233 241 242 252 275 284 304 308 310 311 318 320 323 336 337 341 347 348 350 354 356 357					
	(a) NAVAREA VIII warnings less than 42 days old (304/14 onward) are promulgated via SafetyNET.					
	(b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>					
	(c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.					
2.	Cancel this MSG 041003 UTC Jul 14.					

**SECTION – VI**  
**CORRECTIONS TO SAILING DIRECTIONS (PILOTS)**

**- NIL -**



**SECTION – VII**  
**CORRECTIONS TO LIST OF LIGHTS**

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
<b>D7021.3</b>	- Port d'Ehoala. Breakwater	25 03.79 S 46 58.08 E	Fl(2)R 5s	20	5		
*	*	*	*	*	*	*	*
<b>D7314.3</b>	- Main Channel. Dir Lt 279°	16 57.71 N 53 59.86 E	Dir F WRG	15	10	Grey metal framework tower 12	F G277.7°-278.5°(0.8°). Al WG278.5°-278.7°(0.2°). F W278.7°-279.7°(1°). Al WR279.7°- 280°(0.3°). F R280°- 280.7°(0.7°)
	- - -	. .	<i>By day</i> *	. .	4		
<b>D7371.8</b>	- Al Ru'ays (Ruwais). Tahreer Refinery Jetty. NW End	24 11.20 N 52 41.86 E	Fl G 3s	2	4	. .	<b>(P) 2014</b>
*	*	*	*	*	*	*	*
<b>D7371.9</b>	- - - SE End	24 10.73 N 52 42.36 E	Fl G 3s	2	4	. .	<b>(P) 2014</b>
*	*	*	*	*	*	*	*
<b>D7373.2</b>	- - Eastward. Al-Humer	24 07.77 N 52 47.22 E	F WRG	. .	. .	. .	<b>(P) 2014</b>
*	*	*	*	*	*	*	*
<b>D7679</b>	Kangan. E Breakwater	27 49.83 N 52 03.37 E	Fl G 5s	12			
	*	*		*			
<b>D7679.2</b>	- W Breakwater.	27 49.82 N 52 03.30 E	Fl R 5s	12			
	*	*		*			
<b>F1202.59</b>	North Passage Island	12 17.40 N 92 54.28 E	Fl(3)W 5s	12	10	White metal framework tower, red bands 12	<b>TE 2014</b>
							*
<b>F9308.525</b>	- Development Area	19 27.47 N 71 11.29 E	Lit	. .	10	Platform	
*	*	*	*	*	*	*	*
<b>F9308.67</b>	- Development Area	19 12.42 N 72 02.29 E	Lit	. .	10	Platform	
*	*	*	*	*	*	*	*
<b>F9522.0172</b>	- CDW-B	05 34.99 N 104 34.74 E	Lit	. .	10	Platform	
*	*	*	*	*	*	*	*
<b>F9522.0176</b>	- CDW-C	05 35.37 N 104 33.66 E	Lit	. .	10	Platform	
*	*	*	*	*	*	*	*
<b>F9531.48</b>	- D	07 13.40 N 103 05.77 E	Lit	. .	10	Platform	Other installations some marked by lights and fog signals, exist in this field
*	*	*	*	*	*	*	*
<b>F9531.68</b>	- Bumi - D	07 15.80 N 103 16.24 E	Lit	. .	10	Platform	Other installations some marked by lights and fog signals, exist in this field
*	*	*	*	*	*	*	*
<b>F9531.69</b>	- Bumi - B	07 11.53 N 103 15.13 E	Lit	. .	10	Platform	Other installations some marked by lights and fog signals, exist in this field
*	*	*	*	*	*	*	*
<b>F9531.81</b>	- Suriya - B	07 10.07 N 103 11.09 E	Lit	. .	10	Platform	Other installations some marked by lights and fog signals, exist in this field
*	*	*	*	*	*	*	*
<b>F9531.83</b>	- Bulan - B	07 09.60 N 103 02.23 E	Lit	. .	10	Platform	Other installations some marked by lights and fog signals, exist in this field
*	*	*	*	*	*	*	*

**SECTION – VIII**  
**CORRECTION TO LIST OF RADIO SIGNALS**

**INP 31(1), 2014**

*(Last correction: Edition No. 11 dated 01 Jun 2014)*

**NIL**

**INP 31(2), 2007**

*(Last correction: Edition No. 11 dated 01 Jun 2014)*

**NIL**

**INP 31(5), 2011**

*(Last correction: Edition No. 11 dated 01 Jun 2014)*

**PAGE 122, Chapter 09, MARITIME SAFETY INFORMATION (MSI) UNDER GMDSS, NAVAREA XIII (Russia),**

*Delete entry and replace by:*

**NAVAREA XIII (Russia)**

Notice to Mariners Division

Department of Navigation and Oceanography

Ministry of Defence,

2, Atamanskaya st.

St. Petersburg 191167,

Russian Federation

Tel: +7 812 7175900

Fax: +7 812 7175900

E-mail: unio\_navarea@mil.ru

Website: <http://mil.ru/navigation.htm>

(Source: BA 25/14)

(13/14)

**PAGE 124, Chapter 09, MARITIME SAFETY INFORMATION (MSI) UNDER GMDSS, Radio Navigational Warning on The World Wide Web, NAVAREA INTERNET LINK table,**

*Delete row 5, Navarea XIII (Russia) and replace by:*

**Navarea XIII (Russia)**

<http://mil.ru/navigation.htm>

(Source: BA 25/14)

(13/14)

**INP 31(6), 2012**

*(Last correction: Edition No. 11 dated 01 Jun 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, ENC's and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes Observed (Tick appropriate)	<input type="checkbox"/> Bathymetry		<input type="checkbox"/> Nav. Dangers		<input type="checkbox"/> Nav. aids
	<input type="checkbox"/> Designated Areas		<input type="checkbox"/> Others		
Geographical Position (See Instructions Overleaf)	Latitude			Longitude	
Position Method	<input type="checkbox"/> DGPS	<input type="checkbox"/> GPS	<input type="checkbox"/> Radar	<input type="checkbox"/> Others	
Datum Used	<input type="checkbox"/> WGS84	<input type="checkbox"/> Everest	<input type="checkbox"/> Others		
Charts Affected				Edition	
Latest Edition of Indian Notices to Mariners Held					
Tracing/Plot/Photograph if enclosed					
ENCs Affected					
Latest Update Disk Held					
Publication Affected				Edition	
Page No./Light No. etc					
Details:					
Limitations if any in Reporting the Changes Above					
Details of Documents/Photos attached:					
Signature of the Master/Reporter/Observer					

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

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



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



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

**Email: indsar@vsnl.net**

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

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

**AFTN: VABBYXYC**