

INDIAN NOTICES TO MARINERS



EDITION NO. 19 DATED 01 OCT 2014

(CONTAINS NOTICES 167 TO 174)

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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 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 1ST & 16TH 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 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>
IN62516D	2516	DAR ES SALAAM HARBOUR	30-09-2014
IN52518M	2518	MANDA BAY	29-09-2014
IN52519K	2519	KIWAUYU BAY	29-09-2014
IN52082H	2082	APPROACHES TO DAHEJ	29-09-2014
IN52115N	2115	NAVIBANDAR ANCHORAGE	29-09-2014
IN52117K	2117	KOTESHWAR JETTY	29-09-2014
IN53029I	3029	APPROACHES TO TIRUKKADAIYUR PORT	01-10-2014
IN63029R	3029	TIRUKKADAIYUR PORT	01-10-2014

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN52004K	2004	KOCHI HARBOUR	30-09-2014

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 The Indian Electronic Navigational Charts that are permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN52082A	2082	APPROACHES TO DAHEJ	01-07-2006
IN53029A	3029	APPROACHES TO TIRUKKADAIYUR PORT	14-10-2004
IN63029T	3029	TIRUKKADAIYUR PORT	14-10-2004
IN52040N	2040	NAVIBANDAR ANCHORAGE	03-01-2007

4. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2001	MUMBAI DOCKS	10,000	New Chart
2033	SIKKA CREEK	12,500	New Chart
2514 (INT 7739)	APPROACHES TO PORT LOUIS	37,500	New Chart
	PORT LOUIS	12,500	
2520	APPROACHES TO DAR ES SALAAM	30,000	New Chart
2517	DAR ES SALAAM ANCHORAGE	15,000	New Chart
3010 (INT 7418)	APPROACHES TO PARADIP	60,000	New Chart
	PARADIP PORT	15,000	
4183	APPROACHES TO CASUARINA BAY	25,000	New Chart

VI

Availability of ENC's.

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

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



TEMPORARY AND PRELIMINARY NOTICES

In Force 01 Oct 2014

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

Cancelled Notices

Area Notice No.

1 354/08.

2 Nil.

3 Nil.

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.
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.
129/13	211 – 2016 (INT 7336) – 2015 (INT 7337) – 2001 – 2076 (INT 7338).	INDIA – WEST COAST – Mumbai Harbour – Dredging Operation.

VIII

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

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 OCEAN – Data Buoys.
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.
135/14	211 – 2016 (INT 7336) – 2015 (INT 7337) – 2001.	INDIA – WEST COAST – Inner Approaches to Mumbai – Buoys.
145/14)	211 – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022) – 2016 (INT 7336).	INDIA – WEST COAST – Jawahar Lal Nehru Port and Trombay – Jetty.
166/14	215 – 216 – 2008 – 2010.	INDIA – WEST COAST – Karwar Naval Harbour – Buoy.

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.

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

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 (INT757) – 409 – 471 – 472 – 4035 – 4039.	INDIA – ANDAMAN SEA – Nicobar Island – Campbell Bay – Jetty.
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 167 to 174 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
20	1	173
201	2	167
205	2	167
208	2	169
254 (INT 7331)	2	169
289	1	173
319	7	171
357 (INT 7397)	5	167
360	7	171
361	7	171
2004 (INT 7359)	3	168
2036 (INT 7352)	3	170
2039	2	167, 169
2045 (INT 7360)	3	168
2088	1	174
2097	1	174
2102	2	169
2103	3	170
7070 (INT 70)	1	172
7071 (INT 71)	1	172
7072 (INT 72)	1	172
7700 (INT 700)	1	172
7702 (INT 702)	1	172
8004	1	173

SECTION – II

PERMANENT NOTICES

***167/(19/14) Miscellaneous updates to charts.**

Chart	Previous Updates	Details
Source: NHO Dehradun.		
201	<i>137/14</i>	Insert Chart No. 2117 and Magenta limit as follows: 23° 37'·80N., 68° 21'·50E. 23° 37'·80N., 68° 35'·90E. 23° 46'·50N., 68° 35'·90E. 23° 46'·50N., 68° 21'·50E.
205	<i>132/12</i>	Insert Chart No. 2115 and Magenta limit as follows: 21° 23'·90N., 69° 40'·60E. 21° 23'·90N., 69° 50'·00E. 21° 30'·00N., 69° 50'·00E. 21° 30'·00N., 69° 40'·60E. Delete Chart No. 2040 and Magenta limit as follows: 21° 23'·90N., 69° 40'·60E. 21° 23'·90N., 69° 50'·00E. 21° 30'·00N., 69° 50'·00E. 21° 30'·00N., 69° 40'·60E.
357 (INT 7397)	<i>155/14</i>	Insert Chart No. 3029 and Magenta limit as follows: 11° 00'·50N., 79° 50'·20E. 11° 00'·50N., 79° 59'·20E. 11° 07'·10N., 79° 59'·20E. 11° 07'·10N., 79° 50'·20E. Delete Chart No. 3029 and Magenta limit as follows: 11° 00'·41N., 79° 50'·08E. 11° 00'·41N., 79° 59'·33E. 11° 07'·01N., 79° 59'·33E. 11° 07'·01N., 79° 50'·08E.
2039	<i>135/14</i>	Insert Chart No. 2082 and Magenta limit as follows: 21° 30'·00N., 72° 25'·20E. 21° 30'·00N., 72° 34'·50E. 21° 42'·90N., 72° 34'·50E. 21° 42'·90N., 72° 25'·20E. Delete Chart No. 2082 and Magenta limit as follows: 21° 34'·10N., 72° 28'·50E. 21° 34'·10N., 72° 34'·50E. 21° 42'·90N., 72° 34'·50E. 21° 42'·90N., 72° 28'·50E.
2518	Refer Notices to Mariners Edition No.- 18/2014 dated 16 Sep 2014 Page V “NEWLY PUBLISHED INDIAN CHARTS, ENC's AND PUBLICATION” Serial 1, Row V, for chart 2518 - Manda Bay For: Date of publication: 12-09-2014. Read: Date of publication: 31-08-2014.	
2519	Refer Notices to Mariners Edition No.- 18/2014 dated 16 Sep 2014 Page V “NEWLY PUBLISHED INDIAN CHARTS, ENC's AND PUBLICATION” Serial 1, Row VI, for chart 2519 – Kiwaiyu Bay For: Date of publication: 12-09-2014. Read: Date of publication: 31-08-2014.	
4017	Notices to Mariners Edition No.- 18/2014 dated 16 Sep 2014 Page V “NEWLY PUBLISHED INDIAN CHARTS, ENC's AND PUBLICATION” For: MUNDA BAY Read: MANDA BAY	

***168/(19/14) INDIA – WEST COAST – Port of Kochi – Leading Light. Legend.**

Source: NHO Dehradun.

Chart 2004 (INT 7359) [previous update 178/13]Substitute legend, “2 Lts \neq 107.5°”, for, “2 Lts \neq 107.3°”, at;

09° 58'·25N., 76° 14'·52E.

Chart 2045 (INT 7360) [previous update NE 30 Jun 14]

Insert accompanying block showing amendments to leading lights, and recommended track centered on:
leading lights, firm line, joining:

09° 58'·030N., 76° 16'·670E.

09° 58'·143N., 76° 16'·339E.

(a) 09° 58'·418N., 76° 15'·462E.

and

(a) above

(b) 09° 58'·390N., 76° 15'·319E.

09° 58'·400N., 76° 15'·560E.

Delete legend, “2 Lts \neq 107.5°”, centered on:

Delete leading lights, firm line, joining:

(b) above

09° 58'·123N., 76° 16'·339E.

Delete legend, “2 Lts \neq 107.3°”, centered on:

09° 58'·365N., 76° 15'·445E.

***169/(19/14) INDIA – WEST COAST – Bhavnagar Port– Foul.**

Source: VTS Khambhat.

Chart 254 (INT 7331) [previous update 153/14]

Insert #

21° 41'·57N., 72° 23'·11E.

Chart 208 [previous update 153/14]

Insert #

21° 41'·57N., 72° 23'·11E.

21° 41'·27N., 72° 23'·31E.

Chart 2039 [previous update 167/14]

Insert #

21° 41'·56N., 72° 23'·13E.

21° 41'·26N., 72° 23'·33E.

Chart 2102 [previous update 106/14]

Insert #

21° 41'·56N., 72° 23'·13E.

21° 41'·26N., 72° 23'·33E.

***170/(19/14) INDIA – WEST COAST – Dighi Harbour and Approaches – Jetty. Legend.**

Source: Dighi Port limited.

Chart 2036 (INT 7352) [previous update NC 15 Mar 14]

Insert jetty, single firm line, joining:

18° 16'·550N., 72° 58'·220E.

18° 16'·390N., 72° 58'·326E.

18° 16'·379N., 72° 58'·310E.

18° 16'·580N., 72° 58'·130E.

18° 16'·450N., 72° 58'·215E.

Amend legend “Under construction (2014)”, centered on:

18° 16'·950N., 72° 59'·020E.

①

②

Delete legend “Being reclaimed (2014)”, centered on:

18° 17'·150N., 72° 59'·090E.

Delete legend “Under construction (2011)”, centered on:

18° 16'·500N., 72° 58'·300E.

Delete legend “Port under construction (2011)”, centered on:

18° 17'·170N., 72° 59'·370E.

170/(19/14) INDIA – WEST COAST – Dighi Harbour and Approaches – Jetty. Legend. Continued.*Chart 2103** [previous update NC 31 Mar 13]

Insert	jetty, single firm line, joining:	18° 16'·675N., 72° 58'·110E. 18° 16'·686N., 72° 58'·126E. 18° 16'·390N., 72° 58'·326E. 18° 16'·379N., 72° 58'·310E. 18° 16'·580N., 72° 58'·130E. 18° 16'·450N., 72° 58'·215E. 18° 16'·900N., 72° 59'·250E.
	①	
	②	
Amend	legend “Work in Progress (2014)”, centered on:	18° 17'·220N., 72° 59'·000E.
	legend “Being reclaimed (2014)”, centered on:	
Delete	legend “Under construction 2011”, centered on:	18° 16'·480N., 72° 58'·240E.
	legend “Port under construction (2011)”, centered on:	18° 17'·140N., 72° 59'·400E.

***171/(19/14) BAY OF BENGAL – BANGLADESH – Pussur River to Elephant Point– Wreck.**

Source: MMD Chittagong.

Chart 319 [previous update 104/14]

Insert	+++ PA	21° 02'·00N., 91° 33'·50E.
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Chart 360 [previous update 104/14]

Insert	+++ PA	21° 01'·95N., 91° 33'·67E.
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Chart 361 [previous update 104/14]

Insert	+++ PA	21° 01'·96N., 91° 33'·69E.
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172/(19/14) INDIAN OCEAN – Chagos Archipelago to Madagascar – Depths.

Source: BA Notice – 4113/14.

Chart 7070 (INT 70) [previous update 132/14] Unknown Datum

Insert	depth, 379, enclosed by 1000m contour	(a) 19° 40'·00S., 58° 22'·10E.
Delete	depth, 2734, close N of:	(a) above

Chart 7071 (INT 71) [previous update 137/14] Unknown Datum

Insert	depth, 379, enclosed by 1000m contour	(a) 19° 40'·00S., 58° 22'·10E.
Delete	depth, 2734, close N of:	(a) above

Chart 7072 (INT 72) [previous update 137/14] Unknown Datum

Insert	depth, 379, enclosed by 1000m contour	(a) 19° 40'·00S., 58° 22'·10E.
Delete	depth, 2734, close N of:	(a) above

Chart 7700 (INT 700) [previous update 063/13] Unknown Datum

Insert	depth, 379, enclosed by 1000m contour	(a) 19° 40'·00S., 58° 22'·10E.
Delete	depth, 2734, close NW of:	(a) above

Chart 7702 (INT 702) [previous update 132/14] Unknown Datum

Insert	depth, 379, enclosed by 1000m contour	(a) 19° 40'·00S., 58° 22'·10E.
Delete	depth, 2643, close N of:	(a) above

173/(19/14) IRAN, OMAN & THE UNITED ARAB EMIRATES – Jask to Dubayy & Jazireh-Ye-Qeshm – Wrecks – Depths.

Source: BA Notice – 4120/14.

Chart 20 [previous update 134/14] Everest Datum

Insert	 Wk	25° 29'·10N., 55° 13'·20E.
	 Wk	(a) 25° 20'·10N., 55° 03'·30E.
Delete	depth 20 ₂ , close S of:	(a) above

Chart 289 [previous update 157/14] Everest Datum

Insert	 Wk	25° 29'·10N., 55° 13'·20E.
	 Wk	(a) 25° 20'·10N., 55° 03'·30E.
Delete	depth 20 ₂ , close S of:	(a) above

Chart 8004 [previous update 123/14] Revised Nahrwan Datum

Insert	 Wk	25° 29'·00N., 55° 13'·14E.
	 Wk	25° 27'·50N., 55° 12'·44E.
	 Wk	(a) 25° 20'·00N., 55° 03'·24E.
Delete	depth 20 ₂ , close S of:	(a) above

174/(19/14) ARABIA – GULF OF OMAN – Ports and Anchorages on the North East Coast of Oman – Masqat Matrah and Marsa Darsayt – Wreck.

Source: BA Notice – 4120/14.

Chart 2088 [previous update 070/14] Unknown Datum

Substitute	 Wk	For	 Wk	23° 38'·21N., 58° 34'·29E.
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Chart 2097 – Masqat to Mina Al Fahl [previous update 166/13] WGS 72 Datum

Insert	 Wk	(a) 23° 38'·21N., 58° 34'·28E.
Delete	 Wk , close W of:	(a) above

Chart 2097 – Masqat to Matrah and Marsa Darsayt [previous update 166/13] WGS 72 Datum

Insert	 Wk	(a) 23° 38'·21N., 58° 34'·28E.
Delete	 Wk , close W of:	(a) above

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

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. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

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

6. **USAGE OF THURAYA/ IRRIDUM AND SATELLITE PHONE**

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

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

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

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:-

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

List of Indian Chart Agents.

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: sales@bogerdmartin.com , sarmarin@vsnl.com	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: ewsom@bom3.vsnl.net.in
M/s C & C Marine Combine 25 Bank Street, 1 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publications 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammampeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : 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: liftomarine77@yahoo.co.in liftomarine77@gmail.com	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: 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	L.R Marnie services 321, 3 rd floor, birya house, 265, perin nariman street, Fort, Mumbai – 400 001 Tel: + 91 9773779348/ 9821460258 Email: lrcharts@gmail.com lrmarine@live.com

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|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| <u>2013 SERIES</u> – 035 160 197 228 428 473 493 506 547 662 672 | | | | | | | | | | | | | | | | | | | | | |
| <u>2014 SERIES</u> – 111 119 129 154 194 211 221 225 233 241 242 284 308 310 311 336 337 384 398 | | | | | | | | | | | | | | | | | | | | | |
| 405 | 406 | 407 | 411 | 415 | 438 | 439 | 440 | 447 | 461 | 465 | 466 | 467 | 476 | 479 | 489 | 495 | 503 | 505 | 507 | 509 | 512 |
| 513 | 514 | 515 | 516 | 517 | 518 | | | | | | | | | | | | | | | | |

- 497. Indian Ocean – Eastern Part.** Charts INT 71 INT 73 INT 707. Yellow colour mooring buoy Triton reported adrift 327- 0.2 Kt in vicinity 03-43.24S 092-45.31E on 15 Sep 14.

498. India East Coast – Visakhapatnam. Charts 31 32 308 354 3002 INT 706. Firing by Naval Coast Battery from 0001 to 0300 UTC on 18 Sep 14

 - Danger area extending upto 12 NM within bearing 070 to 130 from 17-42N 083-18E.
 - Safe flying height 2000 metres and above.
 - Cancel this MSG 180400 UTC Sep 14.

499. Indian Ocean – off Reunion Island. Charts INT 70 INT 71 INT 72 INT 702 INT 735. Naval gunnery exercise from 1400 to 1900 UTC on 18 Sep 14 in area bounded by:

(a) 21-12.0S	54-57.0E	(b) 21-26.0S	055-02.5E
(c) 21-31.2S	054-47.4E	(d) 21-17.2S	054-42.0E

 - Cancel this MSG 182000 UTC Sep 14.

500. Andaman Sea – Little Andaman. Charts 41 405 406 472 473 INT 71. Hydrographic survey in progress by Naval Ship till 25 Sep 14 in area bounded by:

(a) 10-35N	093-00E	(b) 10-52N	093-00E
(c) 10-52N	093-37E	(d) 11-43N	093-37E
(e) 11-43N	093-25E	(f) 12-00N	093-25E
(g) 12-00N	094-30E		

 - Clearance of 03 NM around vessel requested.
 - Cancel this MSG 260101 UTC Sep 14.

501. Cancel NAVAREA VIII 497/14. Indian Ocean – Eastern Part. Charts INT 71 INT 73 INT 707. Yellow colour mooring buoy Triton reported adrift 290- 0.4 Kt in vicinity 03-33.31S 092-27.94E on 17 Sep 14.

502. India East Coast – Chennai (.) Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice by Naval Coast Battery between 0530 to 0730 UTC on 26 Sep 14.

 - Danger area extending upto 11 NM within bearing 045 and 075 degree from 13-07.02N 080-18.01E.
 - Safe flying height 12800 metres.
 - Cancel this MSG 260830 UTC Sep 14.

503. Indian Ocean – North-Western Part. charts INT 71 INT 72 INT 73 INT 703. Sri Lankan fishing vessel FVSL Sadasarana (Regd no IMUL-A-0254-CHW, 41 ft, yellow and blue colour) with 05 crew reported water ingress through damaged hull in position 04-35N 062-34E on 181000 UTC Sep.

 - Vessels transiting through area to render assistance.

504. NAVAREA VIII – Messages in force as on 191003 UTC Sep 14
2013 series - 035 160 197 228 428 473 493 506 547 662 672
2014 series - 111 119 129 154 192 194 211 221 224 225 233 241 242 284 308 310 311 336 337 384 398 405 406 407 411 415 438 439 440 447 461 463 464 465 466 467 476 479 489 490 495 496 500 501 502 503

 - Text of NAVAREA VIII warnings in force including those which are no longer being broadcast are available on website www.hydrobharat.nic.in
 - Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.
 - Cancel this MSG 261003 UTC Sep 14.

505. India West Coast – Gulf of Khambhat. Charts 208 254 292 2039 2102 INT 71 INT 705. MV Filia Joy reported loss of anchor with 08 shackles of cable in position 21-41.6N 072-23.1E.

 - Caution advised.

506. Cancel NAVAREA VIII 490/14. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706.		
Rig list. Correct at 231001 UTC Sep 14:		
ABAN II	15-01.03N	080-10.12E
ACTINIA	16-19.34N	082-14.82E
DEEP SEA MATDRILL	16-24.53N	082-02.93E
DSR DHIRUBHAI DEEPWATER KG-2	16-30.70N	082-36.40E (New)
PLATINUM EXPLORER	16-01.90N	081-57.70E
GSF-140	16-35.07N	082-27.83E
HERCULES TRIUMPH	17-01.36N	082-20.30E
HERCULES 208	16-23.93N	082-07.94E
NOBLE DUCHESS	16-15.20N	082-10.50E
SAGAR VIJAY	16-33.72N	082-28.36E
GSF EXPLORER	19-37.55N	086-25.27E
SAGAR BHUSHAN	16-33.29N	082-23.76E
SAGAR RATNA	16-22.04N	081-59.25E
2. Wide berth requested.		
507. Cancel NAVAREA VIII 506/14. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706.		
Rig list. Correct at 241001 UTC Sep 14:		
ABAN II	15-01.03N	080-10.12E
ACTINIA	16-19.34N	082-14.82E
DEEP SEA MATDRILL	16-24.53N	082-02.93E
DSR DHIRUBHAI DEEPWATER KG-2	16-30.70N	082-36.40E
PLATINUM EXPLORER	16-01.90N	081-57.70E
GSF-140	16-35.07N	082-27.83E
HERCULES 208	16-23.93N	082-07.94E
NOBLE DUCHESS	16-15.20N	082-10.50E
SAGAR VIJAY	16-33.72N	082-28.36E
GSF EXPLORER	19-37.55N	086-25.27E
SAGAR BHUSHAN	16-33.29N	082-23.76E
SAGAR RATNA	16-22.04N	081-59.25E
2. Wide berth requested.		
508. Cancel NAVAREA VIII 501/14. Indian Ocean – Eastern Part. Charts INT 71 INT 73 INT 707. Yellow colour mooring buoy Triton reported adrift 146- 0.3 Kt in vicinity 03-37.99S 092-06.85E on 24 Sep 14.		
509. India East Coast – Bay of Bengal. Charts 32 33 356 INT 706 INT 400. Firing practice by Naval aircraft between 0230 to 1130 UTC from 01 to 07 Oct and 15 to 21 Oct 14.		
2. Danger zone extending up to 15 NM around 13-50N 081-40E.		
3. Safe flying height 3100 metres.		
4. Cancel this MSG 211230 UTC Oct 14.		
510. Andaman Sea – South Andaman. Charts 41 404 473 INT 706. Firing by Coast Guard aircraft from 0730 to 0930 UTC on 29 Sep and 0330 to 0630 on 30 Sep 14 in area bounded by:		
(a) 11-50N 093-20E	(b) 11-50N 093-35E	
(c) 12-00N 093-20E	(d) 12-00N 093-35E	
2. Safe flying height 2000 metres.		
3. Cancel this MSG 300730 UTC Sep 14.		
511. Cancel NAVAREA VIII 224/14 and this msg. INM 159/14 refers.		
512. India West Coast – Arabian Sea. Charts 21 22 292 INT 71. MV Geo Hindsagar will progress seismic survey till 18 Oct 14 in area bounded by:		
(a) 18-09.11N	067-44.86E	(b) 18-12.52N 068-05.04E
(c) 18-15.29N	068-22.84E	(d) 17-09.46N 071-23.19E
(e) 16-14.33N	069-34.94E	(f) 16-15.01N 069-20.45E
(g) 16-15.84N	069-05.96E	(h) 17-09.66N 067-19.20E
2. Vessel will be towing one streamer of 6.4 KM length with yellow tail buoy with flashing strobo light.		
3. Wide birth of 10 NM astern and 04 NM abeam requested.		
4. Cancel this MSG 1901001 UTC Oct 14.		
513. NAVAREA VIII – Messages in force as on 261003 UTC Sep 14:		
2013 Series - 035 160 197 228 428 473 493 506 547 662 672		
2014 Series - 111 119 129 154 194 211 221 225 233 241 242 284 308 310 311 336 337 384 398 405 406 407 411 415 438 439 440 447 461 464 465 466 467 476 479 489 495 503 505 507 508 509 510 511 512		
(a) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in		
(b) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.		
2. Cancel this MSG 031005 UTC Oct 14.		

514. Indian Ocean – Bay of Bengal. Charts 32 33 391 INT 71 INT 706. Sri Lankan fishing vessel FVSL Amath II (Regd no IMUL-A-0413-CHW, 40 ft, green colour) with 05 crew reported drifting due engine failure in position 13-20N 083-55E on 26 Sep 14.
2. Vessels transiting through area to render assistance.
515. India West Coast – Trivandrum. Charts 22 32 222 260 INT 706. RH-200 rocket launch at 75 degree elevation from Thumba (08-31.98N 076-52.05e) from 0830 to 1030 UTC from 07 to 09 Oct and 0530 to 0730 UTC on 10 Oct 14.
2. Danger zones: (a) Sector of radius 05 NM from launcher between azimuth 190 and 300. (b) Sector of radii 45 NM and 75 NM from launcher between azimuth 220 and 260.
3. Cancel this MSG 100830 UTC Oct 14.
516. Cancel NAVAREA VIII 508/14. Indian Ocean – Eastern Part. Charts INT 71 INT 73 INT 707. Yellow colour mooring buoy Triton reported adrift 136- 0.4 Kt in vicinity 03-51.67S 092-20.19E on 28 Sep 14.
517. India East Coast – Pondicherry. Charts 32 357 3003 INT 73 INT 706. Pondicherry DGPS off air.
2. Mariners to exercise caution.
518. India East Coast – Nagapattinam. Charts 32 357 3007 3033 INT706. Nagapattinam DGPS off air.
2. Mariners to exercise caution.



SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

- NIL -

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F0702	- Ldg Its 107°50'. Front * PULAU LINGGA	09 58.04 N 76 16.69 E	Q W	9	11	White metal framework tower, red bands	
F1445	- T Kelit * *	00 00.37 N 104 30.43 E	Fl(2)W 6s	10	12	White beacon 10	fl 0.5, ec 0.5, fl 0.5, ec 4.5
F1737.4	- Sungai Johor. Batuan Neville * *	01 26.68 N 104 02.62 E	Fl(2)R 5s	10	5	Red beacon	Destroyed (T) 2014
F1772.36	- KABIL. Semen Bosowa * *	01 03.57 N 104 08.24 E	Fl W 3s	..	10	White beacon 12	fl 0.5
F1772.47	- - PLTU Batam. * *	01 02.51 N 104 08.28 E	Fl Y 4s	..	5	Yellow x on yellow beacon 7	fl 0.5
F1772.48	- - Tanjung Kasem. Pemprov Harbour * *	01 02.18 N 104 08.02 E	Fl W 3s	10	5	White beacon 10	fl 0.5
F1775.1	- Pulau Nginang * *	01 01.53 N 104 11.27 E	Fl G 3s	6	5	GreenΔ on green beacon 6	fl 0.5
F1821	Ramunia Shoals. Tompok Utara. - - * *	01 27.75 N 104 27.02 E	Fl(3)W 15s	31	15	Red and white tower	
		..	AIS	MMSI No 005330110
K0930	SELAT BANGKA. SUNGAI BANYUASIN - T Apiapi (ID) * *	02 17.00 S 104 50.95 E	Fl R 5s	..	10	Red □ on red beacon	fl 0.5
K0956.3	SELAT LIMA - Selasih Reef (ID) * *	00 16.91 S 104 31.01 E	Fl W 5s	6	5	White beacon 6	fl 0.5
K0956.5	- Pulau Basing (ID) * *	00 16.17 S 104 29.50 E	Fl W 4s	6	5	White beacon 10	fl 0.5
K0956.8	SELAT PENUBA - Pulau Tengah (ID) * *	00 20.00 S 104 30.67 E	Fl W 4s	6	5	White beacon 6	fl 0.5
K0957.5	SELAT PENUBA - T Jagoh (ID) * *	00 20.38 S 104 28.02 E	Fl(2)W 6s	10	12	White beacon 10	fl 0.5, ec 0.5, fl 0.5, ec 4.5

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. 14 dated 16 Jul 2014)

NIL

INP 31(6), 2012

(Last correction: Edition No. 18 dated 15 Sep 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.

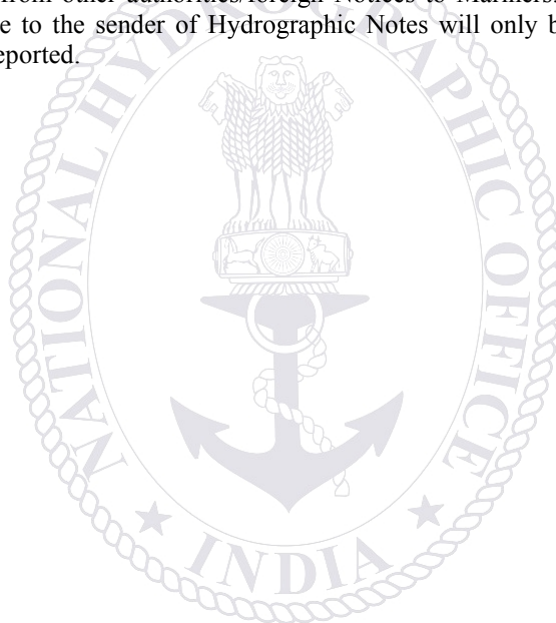
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be 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					

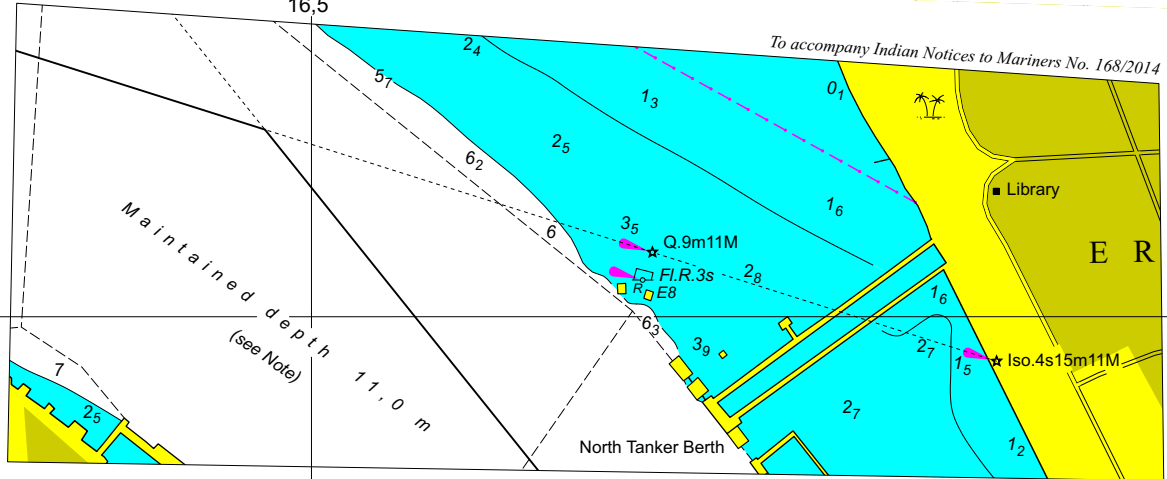
HYDROGRAPHIC NOTE FOR PORT INFORMATION (To accompany Form IH.102)		IH.102A (Revised 2012)	
Date		Ref. No.	
Name of the Ship or Sender			
Address			
Tel/Fax/E-mail			
1. NAME OF PORT			
Location	Latitude		Longitude
2. GENERAL REMARKS			
Principal activities and trade			
Number of ships and tonnage handled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

16,5'

To accompany Indian Notices to Mariners No. 168/2014



Block correction for chart No 2045 (INT 7360)



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