



INDIAN NOTICES TO MARINERS

EDITION NO. 20 DATED 16 OCT 2014

(CONTAINS NOTICES 175 TO 181)



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

FEEDBACK: msis-incho-navy@nic.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC's AND PUBLICATION

1. The new 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>
IN52036M	2036	DIGHI HARBOUR AND APPROACHES	15-10-2014
IN62045R	2045	PORT OF KOCHI	16-10-2014

2. 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>
IN52036M	2036	DIGHI HARBOUR AND APPROACHES	30-08-2011
IN62045R	2045	PORT OF KOCHI	07-07-2014

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
262 (INT 7365)	CAPE COMORIN TO PAMBAN	3,00,000	New Chart
2001	MUMBAI DOCKS	10,000	New Chart
2033	SIKKA CREEK	12,500	New Chart
2114	APPROACHES TO KHARO CREEK	25,000	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)	PARADIP ANCHORAGE	25,000	New Chart
	PARADIP PORT	12,500	
4181	SOUTH BAY AND APPROACHES	25,000	New Chart
4182	CAMPBELL AND ANDERSON BAY	25,000	New Chart
4183	APPROACHES TO CASUARINA BAY	25,000	New Chart

4. The new Indian Publication that is available for mariners in the market is as follows:-

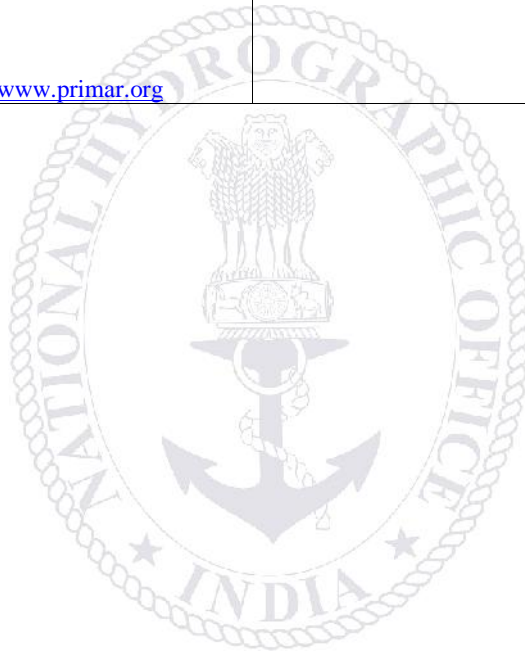
<i>Title of Publication</i>	<i>Edition</i>
List of Radio Signals – Volume 2	2014

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	



SECTION – I

The list of charts affected by the Notices 175 to 181 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
208	2	177
254 (INT 7331)	2	177
2004 (INT 7359)	3	177
2011	3	178
2033	2	176
2039	2	177
2044	2	181
2083 (INT 7339)	2	176
2086	1	180
2105	3	178
2518	1	179
3035	5	175



SECTION – II

PERMANENT NOTICES

***175/(20/14) INDIA – EAST COAST – Gangavaram Port – Jetty. Coastline. Buoy.**

Source: NHO Dehradun.

Chart 3035 [previous update 161/14]

Insert accompanying block showing amendments to Jetty, Coastline, Buoy centered on: 17° 37'·60N., 83° 14'·20E.

***176(20/14) INDIA – WEST COAST – Gulf of Kachchh – Sikka Creek – Recommended route, Buoy, Anchorage area.**

Source: Reliance ports.

Chart 2083 (INT 7339) [previous update 038/14]

Insert recommended route, pecked line, joining: 22° 33'·50N., 69° 44'·80E.

22° 32'·95N., 69° 45'·80E.

and

22° 32'·50N., 69° 44'·80E.

22° 32'·00N., 69° 45'·80E.

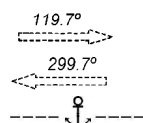
separation line, firm line, joining:

22° 33'·00N., 69° 44'·80E.

22° 32'·47N., 69° 45'·80E.

22° 32'·50N., 69° 45'·40E.

22° 33'·00N., 69° 45'·20E.



(a) 22° 32'·55N., 69° 44'·80E.

(b) 22° 32'·00N., 69° 45'·75E.

(c) 22° 30'·50N., 69° 45'·75E.

(d) 22° 30'·50N., 69° 44'·80E.

(a) above

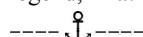
22° 32'·75N., 69° 45'·30E.



legend, "Fairway Anchorage", centered on:

22° 31'·50N., 69° 45'·30E.

Delete



(e) 22° 33'·05N., 69° 44'·80E.

(f) 22° 33'·05N., 69° 45'·80E.

(g) 22° 30'·55N., 69° 45'·80E.

(h) 22° 30'·55N., 69° 44'·80E.

(e) above

22° 31'·75N., 69° 45'·30E.

legend, "OTHER TANKERS", centered on:

22° 32'·04N., 69° 45'·75E.

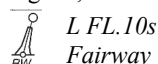
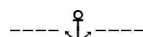


Chart 2033 [previous update 072/14]

Insert recommended route, pecked line, joining: 22° 32'·22N., 69° 45'·30E. (W border)

22° 31'·96N., 69° 45'·81E.



22° 30'·46N., 69° 45'·30E. (W border)

22° 30'·46N., 69° 45'·76E.

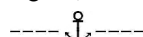
22° 31'·96N., 69° 45'·76E.

22° 32'·25N., 69° 45'·30E. (W border)

legend, "Fairway Anchorage", centered on:

22° 31'·20N., 69° 45'·50E.

Delete



22° 30'·50N., 69° 45'·30E. (W border)

22° 30'·50N., 69° 45'·80E.

22° 32'·40N., 69° 45'·80E. (N border)



22° 32'·00N., 69° 45'·75E.

***177(20/14) INDIA – WEST COAST – Gulf of Khambhat – Northern Portion– Foul.**

Source: VTS Khambhat.

Chart 208 [previous update 169/14]

Insert # 21° 35'·87N., 72° 25'·41E.

Chart 254 (INT 7331) [previous update 169/14]

Insert # 21° 35'·87N., 72° 25'·41E.

Chart 2044 [previous update 139/14]

Insert # 21° 35'·86N., 72° 25'·44E.





Chart 2039 [previous update 169/14]


Insert # 21° 35'·86N., 72° 25'·43E.

***178(20/14) INDIA – WEST COAST – Jaigarh and Angre Ports – Breakwater. Light. Channel Limit. Buoys. Legend.**

Source: Jaigarh Port Limited.

Chart 2011 [previous update NC 31 May 2014]


Insert	★ Fl.10s20m5M	17° 18'·70N., 73° 11'·60E.
	breakwater, pecked line, joining;	17° 18'·60N., 73° 11'·60E. (existing)
		17° 18'·71N., 73° 11'·60E.
		17° 18'·71N., 73° 11'·61E.
		17° 18'·60N., 73° 11'·61E. (existing)
	channel limit, pecked line, joining;	17° 18'·14N., 73° 12'·39E. (jetty)
		17° 18'·26N., 73° 12'·28E.
		17° 18'·32N., 73° 12'·23E.
		17° 18'·50N., 73° 12'·06E.
		17° 18'·61N., 73° 11'·93E.
		17° 18'·66N., 73° 11'·86E.
		17° 18'·70N., 73° 11'·79E.
		17° 18'·74N., 73° 11'·70E.
		17° 19'·16N., 73° 10'·10E.
		and
		17° 19'·27N., 73° 10'·13E.
		17° 18'·85N., 73° 11'·74E.
		17° 18'·52N., 73° 12'·42E
		17° 18'·50N., 73° 12'·45E.
		17° 18'·45N., 73° 12'·50E.
		17° 18'·37N., 73° 12'·59E. (jetty)
Move	 Fl.G.5s No 1 , from:	17° 19'·19N., 73° 10'·12E.
	to:	17° 19'·15N., 73° 10'·09E.
	 Fl.R.5s No 2 , from:	17° 19'·31N., 73° 10'·18E.
	to:	17° 19'·30N., 73° 10'·14E.
	 Fl.G.5s No 3 , from:	17° 18'·92N., 73° 10'·86E.
	to:	17° 18'·94N., 73° 10'·86E.
	 Fl.R.5s No 4 , from:	17° 19'·05N., 73° 10'·90E.
	to:	17° 19'·09N., 73° 10'·91E.

178(20/14) INDIA – WEST COAST – Jaigarh and Angre Ports – Breakwater. Light. Channel Limit. Buoys.*Legend. Continued.**
 *Fl.G.5s*
No 5, from:

17° 18'·61N., 73° 11'·72E.

to:


17° 18'·70N., 73° 11'·72E.

 *Fl.R.5s*
No 6, from:

17° 18'·78N., 73° 11'·75E.

to:


17° 18'·86N., 73° 11'·78E.

 *Fl.G.5s*
No 7, from:

17° 18'·49N., 73° 12'·03E.

to:


17° 18'·50N., 73° 12'·03E.

 *Fl.R.5s*
No 8, from:

17° 18'·69N., 73° 12'·09E.

to:

17° 18'·70N., 73° 12'·10E.


 *Fl.R.5s*
No 8A, from:

17° 18'·54N., 73° 12'·45E.

to:

17° 18'·56N., 73° 12'·45E.

Delete

 *Fl.10s20m5M*

existing channel limit, pecked line, joining;

17° 18'·60N., 73° 11'·60E.

17° 18'·14N., 73° 12'·39E. (jetty)

17° 18'·16N., 73° 12'·36E.

17° 18'·24N., 73° 12'·30E.

17° 18'·51N., 73° 12'·05E.

17° 18'·68N., 73° 11'·62E.

17° 19'·19N., 73° 10'·11E.

and


17° 19'·29N., 73° 10'·15E.

17° 18'·52N., 73° 12'·43E.

17° 18'·37N., 73° 12'·59E. (jetty)

Chart 2105 [previous update NC 31 Oct 2013]

Insert

 *Fl.10s20m5M*

breakwater, pecked line, joining;

17° 18'·70N., 73° 11'·60E.

17° 18'·60N., 73° 11'·60E. (existing)

17° 18'·71N., 73° 11'·60E.

17° 18'·71N., 73° 11'·61E.

17° 18'·60N., 73° 11'·61E. (existing)

channel limit, pecked line, joining;

17° 18'·14N., 73° 12'·39E. (jetty)

17° 18'·26N., 73° 12'·28E.

17° 18'·32N., 73° 12'·23E.

17° 18'·50N., 73° 12'·06E.

17° 18'·61N., 73° 11'·93E.

17° 18'·66N., 73° 11'·86E.

17° 18'·70N., 73° 11'·79E.

17° 18'·74N., 73° 11'·70E.

17° 19'·16N., 73° 10'·10E.

and

17° 19'·27N., 73° 10'·13E.

17° 18'·85N., 73° 11'·74E.

17° 18'·52N., 73° 12'·42E

17° 18'·50N., 73° 12'·45E.

17° 18'·45N., 73° 12'·50E.

17° 18'·37N., 73° 12'·59E. (jetty)

178(20/14) INDIA – WEST COAST – Jaigarh and Angre Ports – Breakwater. Light. Channel Limit. Buoys.*Legend. Continued.**

legend, “*Dredging in Progress 2013 (see Note)*”,
centered at;

Move



Fl.G.5s
No 1, from:

17° 18'·95N., 73° 11'·15E.

to:

17° 19'·19N., 73° 10'·12E.



Fl.R.5s
No 2, from:

17° 19'·15N., 73° 10'·09E.

to:

17° 19'·31N., 73° 10'·18E.



Fl.G.5s
No 3, from:

17° 19'·30N., 73° 10'·14E.

to:

17° 18'·92N., 73° 10'·86E.



Fl.R.5s
No 4, from:

17° 18'·94N., 73° 10'·86E.

to:

17° 19'·05N., 73° 10'·90E.



Fl.G.5s
No 5, from:

17° 19'·09N., 73° 10'·91E.

to:

17° 18'·61N., 73° 11'·72E.



Fl.R.5s
No 6, from:

17° 18'·70N., 73° 11'·72E.

to:

17° 18'·78N., 73° 11'·75E.



Fl.G.5s
No 7, from:

17° 18'·86N., 73° 11'·78E.

to:

17° 18'·49N., 73° 12'·03E.



Fl.R.5s
No 8, from:

17° 18'·50N., 73° 12'·03E.

to:

17° 18'·69N., 73° 12'·09E.



Fl.R.5s
No 8A, from:

17° 18'·70N., 73° 12'·10E.

to:

17° 18'·54N., 73° 12'·45E.

Delete



Fl.10s20m5M

existing channel limit, pecked line, joining;

17° 18'·56N., 73° 12'·45E.

17° 18'·60N., 73° 11'·60E.

17° 18'·14N., 73° 12'·39E. (jetty)

17° 18'·16N., 73° 12'·36E.

17° 18'·24N., 73° 12'·30E.

17° 18'·51N., 73° 12'·05E.

17° 18'·68N., 73° 11'·62E.

17° 19'·19N., 73° 10'·11E.

17° 19'·29N., 73° 10'·15E.

17° 18'·52N., 73° 12'·43E.

17° 18'·37N., 73° 12'·59E. (jetty)

legend, “*Dredging in Progress 2013 (see Note)*”,
centered at;

17° 18'·90N., 73° 11'·15E.

***179(20/14) INDIAN OCEAN – KENYA – Manda Bay– Beacon.**

Source: IH 102, INS Jamuna.

Chart 2518 [previous update NC 31 Aug 2014]

Delete



Bn (ru)

02° 13'·500S., 41° 00'·635E.

180(20/14) INDIAN OCEAN – MAURITIUS – Approaches to Port Louis; Port Louis – Radar Beacon.

Source: BA Notice 4495/14.

Chart 2086 – Approaches to Port Louis [*previous update 141/14*] WGS 84 Datum

Insert radar beacon, Racon (T), at light beacon 20° 08'·26S., 57° 28'·91E.

Delete radar beacon, Racon (T), at light-beacon 20° 08'·46S., 57° 28'·86E.

Chart 2086 – Port Louis [*previous update 141/14*] WGS 84 Datum

Insert radar beacon, Racon (T), at light beacon 20° 08'·26S., 57° 28'·91E.

Delete radar beacon, Racon (T), at light-beacon 20° 08'·46S., 57° 28'·86E.

***181/(20/14) Miscellaneous updates to charts**

Source: NHO Dehradun.

Chart	Previous Update	Details
Chart 2004 (INT 7359)	<i>168/14</i>	Amend reference INM 168/(19/14): For, 09° 58'·25N., 76° 14'·52E., read as: 09° 58'·39N., 76° 15'·62E.
	<i>INM 168/(19/14)</i> to read as follows:	
	Amend : Read previous update <i>157/13</i>	



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

NIL



SECTION – IV **MARINE INFORMATION**

1. NAVTEX TRANSMISSION

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

(Source – DG Shipping)

2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS

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

(Source - NAVAREA VIII Warning 100/12)

3. DISPLAY ANOMALIES IN ECDIS

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

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

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

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

4. SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME

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

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

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

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

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

5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

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

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

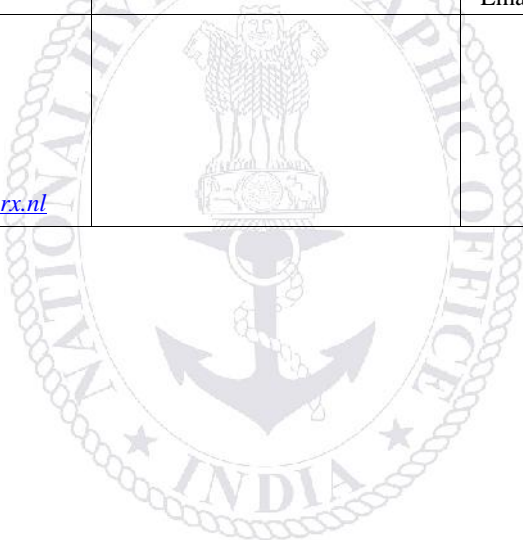
The use of Thuraya, Iridium and other such satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act. It is intimated to all shipping companies/ shipping agents that use of Thuraya/ Iridium and other such satellite phones are banned in Indian waters and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

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

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

Distribution of Indian Paper Charts and Nautical Publications

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

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 : mahalakshmitravel@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 6510 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 : jms@mtnl.net.in , charts@mtnl.net.in	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com , pramod@inspireship.com
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: sankar_roy342@yahoo.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: ashishkantha@gmiindia.in Web: www.gmiindia.in
Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: elemulti.services69@yahoo.com	M/s L. R. Marine Services 301, 3rd Floor, Birya House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-6635 9148 Cell No: +91 8108926880/+91 98214 60258 Email: lrcharts@gmail.com , lrmarine@live.com
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 059 Mob: +91 7926923982/83, Fax: +91 7926923984 Email: info@aatash.com , zubin@aatash.com	

2. NAVAREA VIII Warnings in force as on 15 Oct 14:

2013 SERIES																					
- 035	160	197	228	428	493	506	547	662	672												
2014 SERIES																					
- 111	129	154	194	211	221	225	233	241	242	284	308	310	311	336	384	398	405	406			
407	411	415	438	439	440	447	466	467	476	479	489	503	505	509	512	521	525	529	532	533	534
535	536	539	540	541	542	543	544	546	549	550	551	552									

- 519. Indian Ocean – Bay of Bengal.** Charts 32 33 313 356 INT 71 INT 706. PSLV Rocket launch scheduled from 13-43.9N 080-14.2E from 1830 to 2230 UTC from 08 to 10 Oct 14.

2. Danger areas as follows:

- (a) **Danger Zone-1**

Circle of 10 NM around launcher

- (b) **Danger Zone-2**

(i) 13-30N 080-30E (II) 13-50N 080-35E

(III) 13-35N 081-35E (IV) 13-15N 081-30E

- (c) **Danger Zone – 3**

(i) 13-00N 082-10E (II) 13-30N 082-15E

(II)	13-05N	082-10E	(IV)	12-35N	084-10E
(III)	13-05N	084-15E	(V)	12-35N	082-10E

- (d) **Danger Zone – 4**

(i) 12-30N 084-15E (II) 13-10N 084-20E

(I)	12-55N 085-15E	(II)	12-15N 085-20E
(III)	12-55N 085-15E	(IV)	12-15N 085-10E

- (e) **Danger Zone – 5**

(i) 11-25N 088-25E (II) 12-05N 088-35E

(I)	11-25N	088-25E	(II)	12-05N	088-35E
(III)	11-55N	089-10E	(IV)	11-15N	089-00E

- (f) **Danger Zone – 6**

(i) 09-35N 094-50E (II) 10-30N 095-05E

(I)	05-35N	05-1-50E	(II)	10-30N	05-5-00E
(III)	10-15N	095-55E	(IV)	09-20N	095-40E

- (g) **Danger Zone 7**

(i) 18-00S 133-00W (II) 16-00S 133-00W

(I)	13-00S	133-00W	(II)	13-00S	133-00W
(III)	13-00S	113-00W	(IV)	08-00S	093-00W

(V) 10-00S 093-00W (VI) 15-00S 113-00W

3. Cancel this MSG 102330 UTC Oct 14.

- 520. Cancel NAVAREA VIII 518/14 and this MSG. Nagapattinam DGPS transmission on air.**

- 521. India West Coast – Kochi.** Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by Naval Coast Battery:

<u>Date</u>	<u>Time (UTC)</u>
07 Oct 14	0900 TO 1200
10 Oct 14	0900 TO 1200
14 Oct 14	0900 TO 1200 and 1230 TO 1430
17 Oct 14	0900 TO 1200
21 Oct 14	0900 TO 1200
24 Oct 14	0900 TO 1200
28 Oct 14	0900 TO 1200
31 Oct 14	0900 TO 1200 and 1230 TO 1430

2. Firing area bounded by:

- (a) 09-57.5N 075-59.5E (b) 09-57.7N 076-14.2E

- (c) 09-44.0N 076-17.5E (d) 09-42.5N 076-09.5E

3. Safe flying height 10000 metres.

4. Cancel this MSG 311530 UTC Oct 14.

- 522. Cancel NAVAREA VIII 517/14 and this MSG. Pondicherry DGPS transmission on air.**

523. Cancel NAVAREA 519/14. Indian Ocean – Bay of Bengal. Charts 32 33 313 356 INT 71 INT 706. PSLV Rocket launch scheduled from 13-43.9N 080-14.2E from 1830 to 2230 UTC from 09 to 11 Oct 14.	
2.	Danger areas as follows:
(a)	<u>Danger Zone-1</u> CIRCLE OF 10 NM AROUND LAUNCHER
(b)	<u>Danger Zone-2</u> (i) 13-30N 080-30E (II) 13-50N 080-35E (III) 13-35N 081-35E (IV) 13-15N 081-30E
(c)	<u>Danger Zone – 3</u> (i) 13-00N 082-10E (II) 13-30N 082-15E (III) 13-05N 084-15E (IV) 12-35N 084-10E
(d)	<u>Danger Zone – 4</u> (i) 12-30N 084-15E (II) 13-10N 084-20E (III) 12-55N 085-15E (IV) 12-15N 085-10E
(e)	<u>Danger Zone – 5</u> (i) 11-25N 088-25E (II) 12-05N 088-35E (III) 11-55N 089-10E (IV) 11-15N 089-00E
(f)	<u>Danger Zone – 6</u> (i) 09-35N 094-50E (II) 10-30N 095-05E (III) 10-15N 095-55E (IV) 09-20N 095-40E
(g)	<u>Danger Zone 7</u> (i) 18-00S 133-00W (II) 16-00S 133-00W (III) 13-00S 113-00W (IV) 08-00S 093-00W (V) 10-00S 093-00W (VI) 15-00S 113-00W
3.	Cancel this MSG 112330 UTC Oct 14.
524. India West Coast – Gulf of Khambhat. Charts 208 254 292 2039 2102 INT 71 INT 705. MV Filia Joy reported loss of anchor in position 21-41.2N 072-21.7 E.	
525. Indian Ocean – South-Eastern Part. Charts INT 70 INT 72 INT 73. Marion Dufresne in progress of scientific work till 28 Oct 14 in area bounded by:	
(a) 27-30S 064-00E	(b) 27-30S 065-20E
(c) 28-30S 064-00E	(d) 28-30S 065-20E
2.	Cancel this MSG 290100 UTC Oct 14.
526. Cancel NAVAREA VIII 516/14. Indian Ocean – Eastern Part. Charts INT 71 INT 73 INT 707. Yellow colour mooring buoy Triton reported adrift 087- 0.1Kt in vicinity of 04-01.54S 092-43.28E on 01 Oct 14.	
527. NAVAREA VIII-MESSAGES in force as on 031004 UTC Oct 14:	
2013 Series – 035 160 197 228 428 473 493 506 547 662 672	
2014 Series – 111 119 129 154 194 211 221 225 233 241 242 284 308 310 311 336 337 384 398 405 406 407 411 415 438 439 440 447 461 466 467 476 479 489 503 505 507 509 511 512 514 515 516 521 523 524 525 526	
(a)	Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in .
(b)	Text of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.
2.	Cancel this MSG 101004 UTC Oct 14.
528. India West Coast – Gulf of Khambhat. Charts 21 209 210 254 292 INT 705. Firing practice by Coast Guard aircraft from 1030 to 1230 UTC on 08 Oct 14 in area bounded by:	
(a) 20-18.50N 072-02.50E	(b) 20-18.50N 072-15.00E
(c) 20-09.50N 072-12.00E	(d) 20-09.50N 072-00.00E
2.	Safe flying height 1600 metres.
3.	Cancel this MSG 081330 UTC Oct 14.
529. India West Coast – Karwar Port. Charts 22 215 216 257 293 2008 2010 INT 71. Tug MT KB-XV reported sunk in position 14-48.2N 074-07.0E. Wreck partially visible.	
2.	Caution advised.
530. Cancel NAVAREA VIII 526/14. Indian Ocean – Eastern Part. Charts INT 71 INT 73 INT 707. Yellow Colour mooring buoy triton reported adrift 149- 0.1Kt in vicinity of 04-10.75S 092-52.21E on 06 Oct 14.	
531. Cancel NAVAREA VIII 514 and 523/14 and this MSG.	
532. Bay of Bengal – North Eastern Part. Charts INT 71 INT73 INT706. 30 to 40 Sri Lankan deep sea fishing vessels with 180 crew approx reported caught in bad weather in vicinity of 18-48N 091-11E and drifting towards Bangladesh/Myanmar.	
2.	Vessels transiting through area to report siting and render assistance.

533. India West Coast – Mumbai Port. Charts 211 255 293 2015 2016 2076 INT 71. Following channel buoys laid by MPT:

<u>Buoys</u>	<u>Position</u>		<u>Light Characteristics</u>
N1	18-49.15N	072-40.86E	FL G 5S
N2	18-50.48N	072-40.88E	FL R 5S
N3	18-49.92N	072-42.11E	FL(2)G 10S
N4	18-50.36N	072-42.08E	FL(2)R 10S
N5	18-50.06N	072-44.22E	FL(3)G 15S
N6	18-50.48N	072-44.14E	FL(3)R 15S
N7	18-50.19N	072-46.33E	FL G 5S
N8	18-50.61N	072-46.21E	FL R 5S
N9	18-50.63N	072-47.61E	FL(2)G 10S
N10	18-50.85N	072-47.49E	FL(2)R 10S
N11	18-53.07N	072-51.83E	FL (3)G 5S
N12	18-51.49N	072-48.82E	FL(3)R 5S
N13	18-53.36N	072-51.84E	FL G 5S
N14	18-52.00N	072-49.87E	FL R 5S
N15	18-55.31N	072-52.53E	FL (2)G 10S
N17	18-55.85N	072-53.39E	FL (3)G 10S
N19	18-56.20N	072-54.04E	FL G 5S

534. Cancel NAVAREA VIII 461/14. India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig List. Correct at 081001 UTC Oct 14:

ABAN III	18-45.65N	072-19.21E
ABAN ICE	19-01.92N	071-19.06E
BADRINATH	21-36.81N	068-35.17E
CE THORNTON	18-30.06N	072-15.95E
DISCOVERY-1	18-38.20N	071-00.93E
DYNAMIC VISION	18-39.23N	070-58.86E
ENERGY DRILLER	18-53.90N	071-28.70E
FG MC CLINTOK	18-34.11N	072-13.45E
GREAT DRILLER CHAAYA	19-57.74N	071-00.13E
GREATDRILL CHITRA	18-40.10N	072-13.58E
GREATDRILL CHETNA	20-11.02N	071-17.35E
HARVEY H WARD	18-35.70N	072-12.81E
JINDAL STAR	18-36.12N	071-01.59E
JT ANGEL	23-01.00N	068-39.97E
KEDARNATH	23-01.68N	068-20.34E
NOBLE ED HOLT	19-36.62N	071-22.90E
RON TAPMEYER	19-20.38N	071-25.41E
SAGAR GAURAV	19-12.67N	070-55.61E
SAGAR SHAKTI	19-13.89N	072-08.37E
SAGAR JYOTI	19-25.56N	071-17.81E
SAGAR KIRAN	19-25.24N	071-16.99E
SAGAR LAXMI	20-58.00N	071-33.00E
SAGAR PRAGATI	20-58.00N	071-33.00E
SAGAR UDAY	19-32.27N	071-24.08E
SUNDOWNER VII	18-29.06N	072-15.15E
TRIDENT II	18-29.42N	072-14.73E
TRIDENT XII	19-07.35N	072-06.45E
VICTORY DRILLER	19-18.81N	071-25.05E
VIRTUE-I	19-28.70N	071-46.66E

535. India West Coast – off Dahej. Charts 208 254 292 2039 2044 INT 71 INT 705. MV Sfakia Wave reported loss of anchor with 13 shackles of cable in position 21-35.9N 072-25.4 E.

536. Indian Ocean North – Eastern Part. Charts INT 71 INT 706 INT 707. Partly submerged steel boat (length -20 mtr, colour- red bottom with blue and yellow side) reported adrift in vicinity 05-30N 091-34.2E at 100200 UTC Oct 14.

2. Caution advised.

537. Indian Ocean – Bay of Bengal. Charts 32 33 313 356 INT 71 INT 706. PSLV Rocket launch scheduled from 13-43.9N 080-14.2E from 1830 to 2230 UTC from 15 TO 17 Oct 14

2. Danger zone as follows:

(a) **Danger Zone-1**

Circle of 10 NM around launcher

537.

(b)

Continued.

Danger zone-2

(i)

13-30N 080-30E

(II) 13-50N 080-35E

(III)

13-35N 081-35E

(IV) 13-15N 081-30E

(c)

Danger zone - 3

(i)

13-00N 082-10E

(II) 13-30N 082-15E

(III)

13-05N 084-15E

(IV) 12-35N 084-10E

(d)

Danger zone - 4

(i)

12-30N 084-15E

(II) 13-10N 084-20E

(III)

12-55N 085-15E

(IV) 12-15N 085-10E

(e)

Danger zone - 5

(i)

11-25N 088-25E

(II) 12-05N 088-35E

(III)

11-55N 089-10E

(IV) 11-15N 089-00E

(f)

Danger zone - 6

(i)

09-35N 094-50E

(II) 10-30N 095-05E

(III)

10-15N 095-55E

(IV) 09-20N 095-40E

(g)

Danger zone 7

(i)

18-00S 133-00W

(II) 16-00S 133-00W

(III)

13-00S 113-00W

(IV) 08-00S 093-00W

(V)

10-00S 093-00W

(VI) 15-00S 113-00W

3.

Caution advised.

4.

Cancel this MSG 172330 UTC Oct 14.

538.

India East Coast – Gopalpur.

CHARTS 31 352 353 391 3005 INT 706.

Army air defence firing and pilotless target aircraft flight scheduled from 14-16 Oct 14.

2.

Firing from 142330 to 151730 UTC and 160830 to 161730 Oct 14 in area bounded by:

(a)

19-14.60N 084-53.70E

(b)

19-07.39N 085-35.94E

(c)

18-33.61N 084-53.74E

and arc of 41 NM radius joining point (b) and (c)

safe flying height 6100 metres

3.

PTA Flight from 142330 to 151730 UTC and 160830 to 161730 Oct 14 in area bounded by

(a)

19-17.67N 084-55.21E

(b)

19-10.75N 084-47.38E

(c)

18-56.03N 084-52.64E

(d)

19-12.33N 085-14.92E

4.

Safe flying height 1550 metres.

5.

No over flight and vessels permitted in area.

6.

Cancel this MSG 161830 UTC Oct 14.

539.

Cancel NAVAREA VIII 473/13 and this MSG.

540.

India West Coast – Off Malwan.

Charts 22 213 214 256 293 INT 71.

Naval ship will progress Hydrographic survey from 12 TO 31 Oct 14 in area bounded by

(a)

15-50.00N 073-10.30E

(b)

15-50.00N 073-25.00E

(c)

16-07.00N 073-25.00E

(d)

16-07.00N 073-10.30E

2.

Clearance of 03 NM around vessel requested.

3.

Cancel this MSG 311831 UTC Oct 14.

541.

India West Coast – Jawahar Lal Nehru Port.

Charts 211 255 293 2015 2016 2076 INT 71.

Following existing/new buoys laid:

Buoys

Current Position

Location

A

18-56.640N 072-54.689E

APPROACH CHANNEL

B

18-56.321N 072-54.445E

APPROACH CHANNEL

C

18-56.540N 072-55.730E

APPROACH CHANNEL

C1

18-56.430N 072-56.091E

OPP. SOUTH END BPCL JETTY

D

18-56.759N 072-55.775E

APPROACH CHANNEL

E

18-57.384N 072-56.548E

OPP. CONTAINER TERMINAL

E1

18-56.984N 072-56.200E

ANCHORAGE

G

18-58.209N 072-57.118E

ANCHORAGE

H

18-58.621N 072-57.422E

ANCHORAGE

I

18-58.602N 072-56.853E

ANCHORAGE

D1

18-56.950N 072-55.997E

APPROACH CHANNEL

542.

NAVAREA VIII – Messages in force as on 101005 UTC Oct 14:

2013 Series

– 035 160 197 228 428 493 506 547 662 672

2014 Series

– 111 119 129 154 194 211 221 225 233 241 242 284 308 310 311 336 337 384

398 405 406 407 411 415 438 439 440 447 466 467 476 479 489 503 505 507 509 512 521 524

525 529 530 531 532 533 534 535 536 537 538 539 540 541

542. Continued.			
(a)	Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in .		
(b)	Text of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.		
2.	Cancel this MSG 171005 UTC Oct 14.		
543. Indian Ocean – North Western Part.	Charts INT 71 INT 73 INT 707. Sri Lankan fishing vessel Jithma Putha (40 Ft, colour white with red stripes) with 07 crew reported drifting due to engine failure in position 01-47N 078-33E on 101000 UTC Oct 14.		
2.	Vessels transiting through area to render assistance.		
544. India West Coast – off Okha.	Charts 21 202 204 205 251 252 271 291 INT 71. Firing from Kathiawar air to air range scheduled between 0330 to 0630 and 0730 to 0930 UTC daily from 13 to 22 Oct 14 in area bounded by:		
(a)	22-18.54N	068-24.99E	(b) 22-06.04N 068-48.99E
(c)	21-30.79N	069-26.99E	(d) 21-09.04N 069-40.49E
(e)	21-30.54N	068-48.49E	
2.	No over flight and vessels permitted in area.		
3.	Cancel this MSG 221030 UTC Oct 14.		
545. India East Coast – Bay of Bengal.	Charts 31 301 351 352 353 354 3010 3011 3017 INT 71. Experimental flight trial scheduled from ITR launch between 0330 to 0730 UTC daily from 16-18 and 20-22 Oct 14. Danger zone bounded by:		
(a)	21-16.07N	086-47.75E	(b) 20-41.85N 087-08.60E
(c)	20-08.08N	086-40.09E	(d) 18-43.68N 084-33.13E
(e)	18-11.38N	085-05.15E	(f) 20-13.39N 087-50.44E
(g)	20-55.94N	088-02.65E	(h) 21-23.21N 087-50.42E
(j)	21-28.74N	086-59.09E	(k) 21-16.07N 086-47.75E
2.	No over flight and shipping permitted in danger zone.		
3.	Cancel this MSG 220830 UTC Oct 14.		
546. India West Coast – Okha.	Charts 21 202 203 251 271 291 2013 2068 INT 705. Firing by Naval Coast Battery from 0530 to 0730 UTC on 16 Oct 14.		
2.	Danger area extending upto 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E		
3.	Safe flying height 13000 metres.		
4.	Caution advised.		
5.	Cancel this MSG 160830 UTC Oct 14.		
547. Cancel NAVAREA VIII 337 and 538/14 and this MSG.			
548. Cancel NAVAREA VIII 119 and 524/14 and this MSG.	INTM 171 and 169/14 refers.		
549. Cancel NAVAREA VIII 537/14. Indian Ocean – Bay of Bengal.	Charts 32 33 313 356 INT 71 INT 706. PSLV rocket launch scheduled from 13-43.9N 080-14.2E from 1830 to 2230 UTC on 15 Oct 14.		
2.	Danger zone as follows:		
(a)	<u>Danger Zone-1</u> circle of 10 nm around launcher		
(b)	<u>Danger Zone-2</u>		
	(i) 13-30N 080-30E	(II) 13-50N 080-35E	
	(III) 13-35N 081-35E	(IV) 13-15N 081-30E	
(c)	<u>Danger Zone – 3</u>		
	(i) 13-00N 082-10E	(II) 13-30N 082-15E	
	(III) 13-05N 084-15E	(IV) 12-35N 084-10E	
(d)	<u>Danger Zone – 4</u>		
	(i) 12-30N 084-15E	(II) 13-10N 084-20E	
	(III) 12-55N 085-15E	(IV) 12-15N 085-10E	
(e)	<u>Danger Zone – 5</u>		
	(i) 11-25N 088-25E	(II) 12-05N 088-35E	
	(III) 11-55N 089-10E	(IV) 11-15N 089-00E	
(f)	<u>Danger Zone – 6</u>		
	(i) 09-35N 094-50E	(II) 10-30N 095-05E	
	(III) 10-15N 095-55E	(IV) 09-20N 095-40E	
(g)	<u>Danger Zone 7</u>		
	(i) 18-00S 133-00W	(II) 16-00S 133-00W	
	(III) 13-00S 113-00W	(IV) 08-00S 093-00W	
	(V) 10-00S 093-00W	(VI) 15-00S 113-00W	
3.	Cancel this MSG 152330 UTC Oct 14.		

550.

Cancel NAVAREA VIII 545/14. India East Coast – Bay of Bengal. Charts 31 301 351 352 353 354 3010 3011 3017 INT 71. Experimental flight trial scheduled from ITR launch between 0330 to 0730 UTC daily from 17-18 and 20-22 Oct 14. Danger zone bounded by:

(a) 21-16.07N

086-47.75E

(b) 20-41.85N

087-08.60E

(c) 20-08.08N

086-40.09E

(d) 18-43.68N

084-33.13E

(e) 18-11.38N

085-05.15E

(f) 20-13.39N

087-50.44E

(g) 20-55.94N

088-02.65E

(h) 21-23.21N

087-50.42E

(j) 21-28.74N

086-59.09E

(k) 21-16.07N

086-47.75E

2.

No over flight and shipping permitted in danger zone.

3.

Cancel this MSG 220830 UTC Oct 14.

551.

Cancel NAVAREA VIII 530/14. Indian Ocean – Eastern Part. Charts INT 71 INT 73 INT 707. Yellow colour mooring buoy Triton reported adrift 105- 0.2Kt in vicinity 04-35.19S 093-00.32E on 13 Oct 14.

552.

Cancel NAVAREA VIII 507/14. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 141004 UTC Oct 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

15-14.50N

081-40.50E (NEW)

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

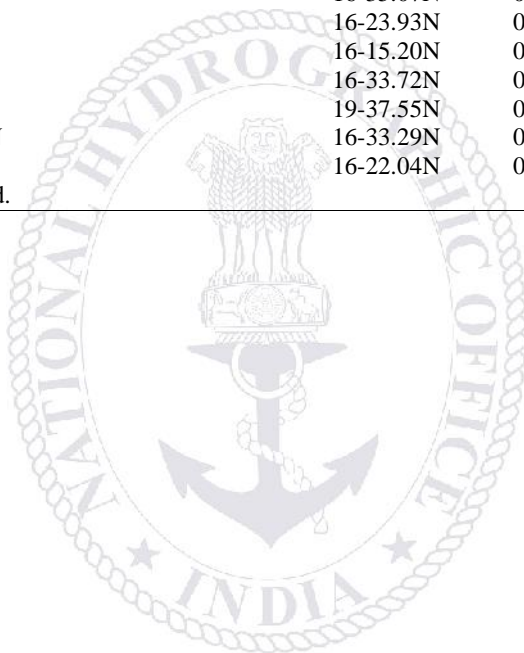
SAGAR RATNA

16-22.04N

081-59.25E

2.

Wide berth requested.



SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

Bay of Bengal Pilot (INP-2)
Chapter –8 (Page 289)
 (Source: ROS, INS Investigator)

Article 8.52, Para 1, line 9-11

Delete text, "The port signalthe breakwater." and replace by, "Port Signal station (White square mansion tower, red vertical bands) is conspicuous and brightly illuminated during night."

Article 8.53, Para 1, line 6-8

Delete text, "The breakwater lighton 26 Dec 04." and replace by, "The breakwater light (White metal column, red bands) (10 m in height) exhibits on the SW arm of the breakwater."




Rangat electricity complex breakwater light

Article 8.53, Para 3, line 2

Delete text, " 4 times" and replace by, " 3 times"

SECTION – VII

CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6491	- Barra Norte. Monte Culfield. Lacerda	25 33.75 S 32 50.62 E	FI(3)W 12s	61	5	White  on aluminium framework tower 10	
- - - -		. .	Racon	. .	. .	. .	ILRS Vol 2 Station 74200 *
D6522	Barra do Limpopo. Monte Belo	25 11.34 S 33 30.08 E	FI W 4.5s	93	20	White masonry tower on dwelling 14	* *
D6612	- Ponta Sacamulo	14 28.13 S 40 40.11 E	FI G 3s	9	5	White framework tower on square tower 5	Ra refl. G 162° - 013° (211°) *
D6613	Deleted; remove from list	*	*	*			*
D6614	- Ponta Namuaxi	14 31.55 S 40 39.37 E	FI(2)W 6s	5	5	White pile structure 5	W 178° - 025° (207°) *
D7019.06	- Fause Baie des Galions. Ldg Lts 316.5°. Front.	25 02.35 S 46 58.20 E	Iso W 6s	25	5	. .	TE 2014 *
D7019.061	- - - Rear	25 01.57 S 46 57.40 E	Iso W 6s	55	5	. .	TE 2014 *
D7021.3	- Port d'Ehoala. Breakwater	25 03.79 S 46 58.08 E	FI(2)R 5s	20	5	. .	TE 2014 *
D7021.6	-Port d'Ehoala. Ldg Lts 226.5°. Front	25 04.06 S 46 57.62 E	Iso W 6s	21	2	. .	TE 2014 *
D7021.61	- - - Rear	25 04.31 S 46 57.34 E	Iso W 6s	54	2	. .	TE 2014 *
D7097.1	- No 2	20 08.26 S 57 28.91 E	FI R 3s				
* - -		. .	Racon	. .	. .	. .	ILRS Vol 2 Station 74260 *
D7097.17	- No 1	20 08.46 S 57 28.86 E	FI G 3s				
* - -		. .					
D9151	- C 2	27 59.52 N 51 14.69 E	Mo(U)W 15s	. .	10	Platform	Numerous installations, some marked by lights and fog signals, exist in this field. *
- -		. .	Horn				
F0577.5	Jaigarh Bay. Jaigarh Head. Breakwater. Head	17 18.70 N 73 11.60 E	FI W 10s	20	5		
F1129	Yetagun Gas Field	13 08.46 N 96 52.41 E	Lit	. .	10	Platform	Other installations, some marked by lights, exist in this field *
F1202.55	- Rangat Electricity. Complex. Breakwater. Head	12 29.08 N 92 57.36 E	FI W 20s	10		White metal column, red bands	* *
F1202.58	Cape Portman	12 18.57 N 92 56.04 E	FI W 5s	29	10	. .	TE 2014 *
F9522.45	- (ID)	04 17.87 N 104 53.53 E	Lit	. .	. .	Platform	Other installations, some marked by lights, 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)

**PAGE 18, MAURITIUS Section,
74260 Port Louis Lt Bn**

Delete entry and replace by:

Port Louis Lt Bn No 2 Racon	20°08'26 N 57°28'91 E	74260
(3 & 10 cm) 360° 5–7 n miles	T	

(Source: BA 42/14)

(20/14)

**PAGE 26, UNITED ARAB EMIRATES (Persian Gulf Coast) (Contd . . .) Section,
77180 Ghassa Buoy Racon**

Delete entry

(Source: BA 41/14)

(20/14)

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.

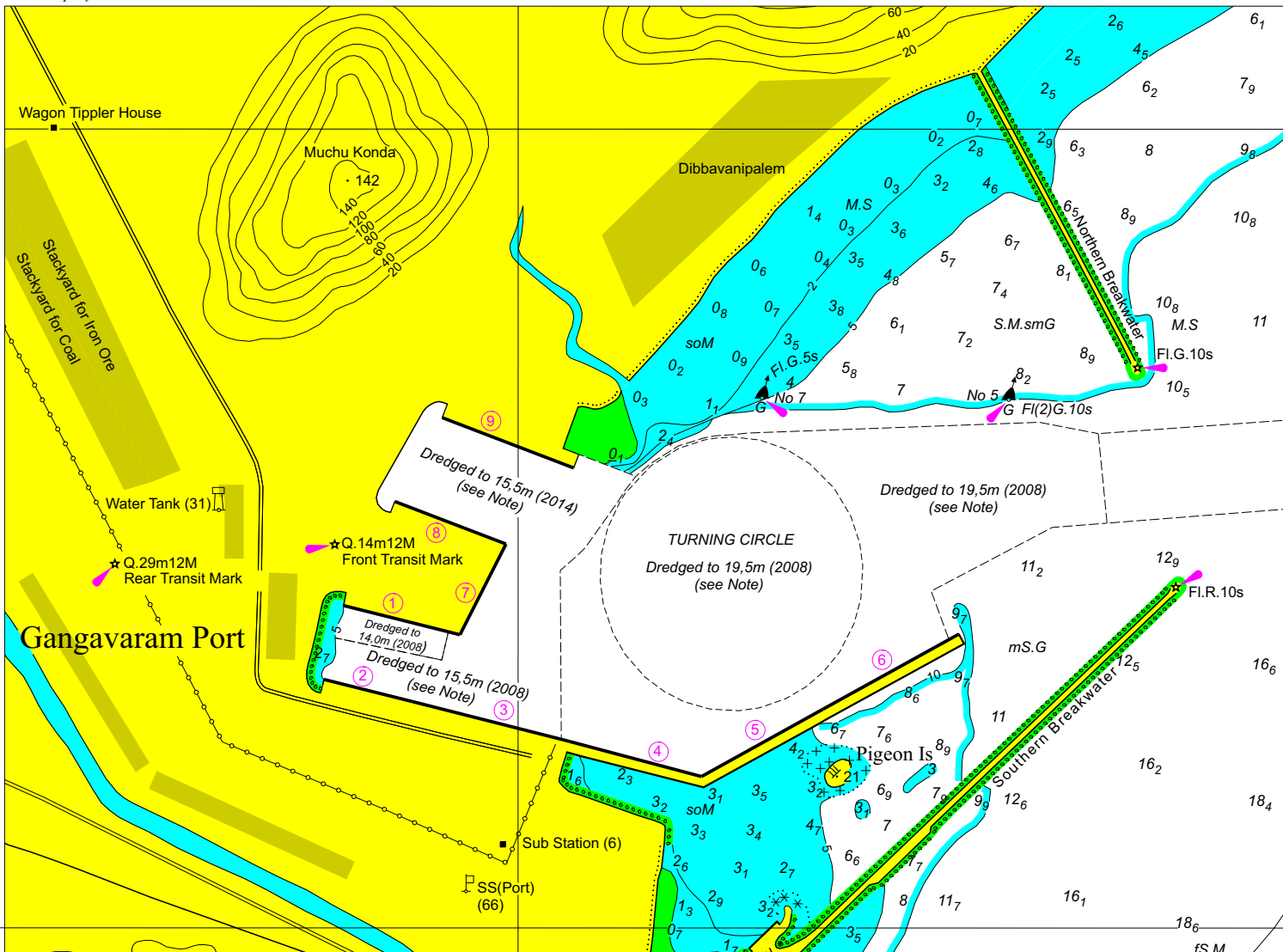


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes 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	



83°14'E

Block correction for Chart No.3035 (Gangavaram Port)



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