

INDIAN NOTICES TO MARINERS

EDITION NO. 05 DATED 01 MAR 2016

(CONTAINS NOTICES 067 TO 081)



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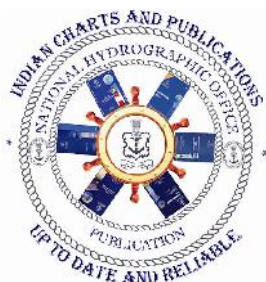
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(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)

FEEDBACK: msis-incho@navy.gov.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. Navigational Charts produced after 31 Oct 14 carry NHO crest as watermark on the reverse with backslip. Chart Agent's stamp is mandatory on all Charts.

Counterfeit products 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 charts and publications. Failure to comply with the warning may invite legal action.

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 some 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>
IN62109T	2109	TAPI RIVER	29-02-2016

2. The Indian Electronic Navigational Chart that is permanently withdrawn is as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN62109T	2109	TAPI RIVER	06-03-2013

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2034 (INT 7349)	HAZIRA PORT	10,000	New Edition
2101 (INT 7347)	APPROCHES TO HAZIRA	37,500	New Chart
2518	MANDA BAY	25,000	New Edition
2525	APPROACHES TO MANDA BAY	37,500	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>
Indian List of Lights – Volume D	2015

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 Web site: www.hydro.gov.uk	M/s Jeppesen Norway AS Hovalandsveien 52 PO Box 212, N-4379, Egersund, Norway Ph: +47 51 464700 Mob: +91 93222 38542 Fax: +47 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	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad- 500 034 Tel: +91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com

SECTION – I

The list of charts affected by the Notices 067 to 081 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
22 (INT 752)	3	076 (T), 077 (T)
31	5	078 (T), 080 (T)
32 (INT 754)	5	076 (T), 078 (T)
33	5	078 (T)
41 (INT 757)	6	072, 073, 080 (T), 081 (T)
211	3	069
221	3	076 (T)
255 (INT 7334)	3	069
259 (INT 7356)	3	076 (T)
260 (INT 7362)	3	076 (T)
356 (INT 7400)	5	070, 078 (T), 079 (T)
371	7	080 (T)
391	5	078 (T), 079 (T)
432	7	073
433	7	073
434	7	073
471	6	072
472 (INT 7032)	6	072
2015 (INT 7337)	3	069, 075 (T)
2016 (INT 7336)	3	069, 075 (T)
2079 (INT 7329)	2	074 (P)
2106	2	074 (P)
2109	2	067, 068
3034	5	070, 078 (T)
4003	6	071
4025	7	073
4043	6	071

SECTION – II

PERMANENT NOTICES

***067 (05/16) INDIA – WEST COAST – Tapi River – Coastline.**

Source: NHO Dehradun.

Chart 2109 [previous update NC 31 Jan 13]

Insert accompanying block showing amendments to Coastline centered on:

21° 04′.65N., 72° 39′.42E.

***068 (05/16) India – West Coast – Tapi River – Towers.**

Source: NHO Dehradun.

Chart 2109 [previous update 067/16]

Substitute



for



21° 05′.33N., 72° 42′.68E.



MAST for



21° 05′.20N., 72° 42′.35E.

***069 (05/16) India – West Coast – Inner Approaches to Mumbai – Wrecks.**

Source: Mumbai Port Trust.

Chart 255 (INT 7334) [previous update 040/16]

Delete



18° 50′.47N., 72° 44′.12E.

18° 51′.05N., 72° 48′.66E.

Chart 211 [previous update 040/16]

Delete



18° 50′.47N., 72° 44′.12E.

18° 51′.05N., 72° 48′.66E.

Chart 2016 (INT 7336) [previous update 167/15]

Delete



18° 50′.47N., 72° 44′.12E.

18° 51′.05N., 72° 48′.66E.

Chart 2015 (INT 7337) [previous update 046/15]

Delete




18° 51′.05N., 72° 48′.66E.

***070 (05/16) India – East Coast – Approaches to Krishnapatnam – Port Limit. Anchorage Area. Pilot Boarding Ground. Legend.**

Source: Krishnapatnam Port.

Chart 356 (INT 7400) [previous update 199/15]

Insert

limit of anchorage area ,--------, joining:

(a) 14° 12′.00N., 80° 12′.00E.

14° 14′.00N., 80° 12′.00E.

14° 14′.00N., 80° 13′.80E.

14° 12′.00N., 80° 13′.80E.

(a) above

and

(b) 14° 12′.00N., 80° 13′.80E.

14° 14′.50N., 80° 13′.80E.

14° 14′.50N., 80° 15′.80E.


14° 12′.00N., 80° 15′.80E.

(b) above

***070 (05/16) India – East Coast – Approaches to Krishnapatnam – Port Limit. Anchorage Area. Pilot Boarding Ground. Legend. Continued.**



legend, “*BI*”, centered on:

Delete limit of anchorage area ,----------, joining:

and

(c) 14° 12′.80N., 80° 15′.80E.

14° 14′.50N., 80° 15′.80E.

14° 14′.50N., 80° 18′.40E.

14° 12′.80N., 80° 18′.40E.

(c) above

14° 14′.50N., 80° 12′.50E.

14° 15′.20N., 80° 17′.70E.

14° 13′.70N., 80° 17′.00E.

14° 12′.80N., 80° 12′.00E.

14° 14′.00N., 80° 12′.00E.

14° 14′.00N., 80° 13′.80E.

14° 12′.80N., 80° 13′.80E.

and

14° 12′.80N., 80° 13′.80E.

14° 14′.50N., 80° 13′.80E.


14° 14′.50N., 80° 15′.80E.

14° 12′.80N., 80° 15′.80E.

Chart 3034 [previous update 038/15]

Insert Port limit, pecked line, joining:

legend, “*Limit of Port of Krishnapatnam*”, centered on:

limit of anchorage area ,----------, joining: (a)

14° 18′.75N., 80° 09′.10E. (Shore)

14° 18′.75N., 80° 18′.46E.

14° 15′.40N., 80° 19′.55E.

14° 10′.00N., 80° 19′.55E.

14° 11′.92N., 80° 07′.68E. (Shore)

14° 10′.90N., 80° 14′.10E.

14° 16′.25N., 80° 19′.20E.

14° 12′.00N., 80° 12′.00E.

14° 14′.00N., 80° 12′.00E.

14° 14′.00N., 80° 13′.80E.

14° 12′.00N., 80° 13′.80E.

(a) above

and

(b) 14° 12′.00N., 80° 13′.80E.

14° 14′.50N., 80° 13′.80E.

14° 14′.50N., 80° 15′.80E.

14° 12′.00N., 80° 15′.80E.

(b) above

and

(c) 14° 12′.80N., 80° 15′.80E.

14° 14′.50N., 80° 15′.80E.

14° 14′.50N., 80° 18′.40E.

14° 12′.80N., 80° 18′.40E.

(c) above

14° 13′.64N., 80° 17′.20E.

14° 15′.20N., 80° 17′.70E.

14° 15′.20N., 80° 18′.54E.

legend, “*BI*”, centered on:

BI 

legend, “*for vessels having max. draft of 16.0m or more*”, centered on:

***070 (05/16) India – East Coast – Approaches to Krishnapatnam – Port Limit. Anchorage Area. Pilot Boarding Ground. Legend. Continued.**

Amend	legend to, “for vessels having max. draft more than 10.0m but less than 16.0m”, centered on:	14° 14′.85N., 80° 16′.32E.
Delete	Port limit, pecked line, joining:	14° 18′.75N., 80° 09′.10E. (Shore)
		14° 18′.75N., 80° 15′.80E.
		14° 12′.00N., 80° 15′.80E.
		14° 12′.00N., 80° 07′.67E. (Shore)
	legend, “Limit of Port of Krishnapatnam”, centered on:	14° 12′.05N., 80° 12′.00E.
		14° 16′.50N., 80° 15′.73E.
	limit of anchorage area ,-----⚓-----, joining:	14° 12′.80N., 80° 12′.00E.
		14° 14′.00N., 80° 12′.00E.
		14° 14′.00N., 80° 13′.80E.
		14° 12′.80N., 80° 13′.80E.
		and
		14° 12′.80N., 80° 13′.80E.
		14° 14′.50N., 80° 13′.80E.
		14° 14′.50N., 80° 15′.80E.
		14° 12′.80N., 80° 15′.80E.

***071 (05/16) India – Andaman Sea – Andaman Island – Ariel Bay – Beacon.**

Source: IH-102, INS Kuthar.

Chart 4003 [previous update 044/15]

Insert	Fl.5s	13° 16′.85N., 93° 02′.87E.
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Chart 4043 [previous update NC 31 Jan 15]

Insert	Fl.5s	13° 16′.92N., 93° 02′.76E.
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***072 (05/16) India – Bay of Bengal & Andaman Sea – Andaman and Nicobar Island – Depth.**

Source: NGA.

Chart 41 (INT 757) [previous update 162/15]

Insert	⚬ Rep (2014)	06° 18′.80N., 93° 13′.70E.
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Chart 471 [previous update 148/15]

Insert	⚬ Rep (2014)	06° 18′.90N., 93° 13′.25E.
--------	--------------	----------------------------

Chart 472 (INT 7032) [previous update 147/15]

Insert	⚬ Rep (2014)	06° 18′.78N., 93° 13′.45E.
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***073 (05/16) Thailand – West Coast – Approaches to Phuket – Lights.**

Source: BA Notice – 582/16.

Chart 41 (INT 757) [previous update 072/16]

Amend	range of light to, 10M	07° 28′.40N., 99° 06′.10E.
	light to, Fl(2)20s20M	07° 50′.10N., 98° 25′.20E.

Chart 432 [previous update 124/14]

Amend	light to, Fl(2)20s67m20M	07° 50′.00N., 98° 25′.60E.
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073 (05/16) Thailand – West Coast – Approaches to Phuket – Lights. Continued.*Chart 433** [previous update 143/14]

Amend	light to, Fl.3s12m10M	07° 16′.10N., 99° 28′.80E.
	light to, Fl(3)15s36m10M	07° 27′.98N., 99° 06′.15E.
	light to, Fl(2)20s67m20M	07° 49′.85N., 98° 25′.60E.

Chart 434 [previous update 192/14]

Amend	light to, Fl.3s12m10M	07° 16′.10N., 99° 28′.80E.
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Chart 4025 [previous update 068/13]

Amend	light to, Fl(2)20s67m20M	07° 49′.83N., 98° 25′.60E.
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Chart 4025 (Plan) [previous update 068/13]

Amend	light to, Fl(2)20s67m20M	07° 49′.82N., 98° 25′.58E.
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SECTION – III

TEMPORARY AND PRELIMINARY NOTICES

***074 (P) (05/16) INDIA – WEST COAST – Mundra Port – Construction Work.**

Source: Adani Port Ltd.

- Construction work for jetty expansion at Mundra Port (south basin) for 02 container terminals is under progress in area bounded by following coordinates:

Container Terminal – 4 (Berth SB4 & SB5)

22° 44' 31N., 69° 40' 96E.
 22° 44' 31N., 69° 41' 14E.
 22° 44' 31N., 69° 41' 34E.
 22° 44' 34N., 69° 41' 34E.
 22° 44' 34N., 69° 41' 14E.
 22° 44' 34N., 69° 40' 96E.

Container Terminal – 3 (Berth SB8 & SB9)

22° 44' 31N., 69° 41' 81E.
 22° 44' 31N., 69° 42' 00E.
 22° 44' 31N., 69° 42' 19E.
 22° 44' 34N., 69° 42' 19E.
 22° 44' 34N., 69° 42' 00E.
 22° 44' 34N., 69° 41' 81E.

- Mariners are advised to navigate with caution.

Charts affected – 2079 (INT 7329) – 2106.

***075 (T) (05/16) INDIA – WEST COAST – Port of Mumbai – Buoys.**

Source: Mumbai Port Trust.

- Following buoys are not in place/ unlit:-

<u>Buoy No.</u>	<u>Position</u>	<u>Characteristic</u>	<u>Status</u>
N1	18° 49' 15N., 72° 40' 86E.	Fl.G.5s	Presently located in position 18° 49' 34N., 72° 42' 05E. (approx.)
N4	18° 50' 36N., 72° 42' 08E.	Fl(2)R.10s	Missing
N7	18° 50' 19N., 72° 46' 33E.	Fl.G.5s	Presently located in position 18° 50' 11N., 72° 46' 47E. (approx.)
N12	18° 51' 49N., 72° 48' 82E.	Fl(3)R.5s	Unlit

- Mariners are advised to navigate with caution in the area.

- Former INM 078(T)/15 is cancelled.**

Charts affected – 2016 (INT 7336) – 2015 (INT 7337).

***076 (T) (05/16) INDIA – WEST COAST – Alleppey to Quilon – Light.**

Source: DLL Cochin.

- Thottapally light in position 09° 19' 18N., 76° 22' 06E. unlit.
- Mariners are advised to exercise caution.

Charts affected – 22 (INT 752) – 32 (INT 754) – 259 (INT 7356) – 260 (INT 7362) – 221.

***077 (T) (05/16) India – West Coast – Lakshadweep Sea – Survey Operation.**

Source: NCAOR, Vasco-da-Gama.

- Research vessel MGS Sagar will carry out survey and research activities in below mentioned area till **25 Mar 16:**

Block A5

Sl No	Position
(i)	08° 58' 45N., 74° 42' 67E.
(i)	08° 58' 80N., 75° 59' 78E.
(i)	07° 00' 13N., 77° 26' 75E.
(i)	07° 50' 17N., 74° 43' 38E.
(i)	07° 51' 60N., 74° 56' 22E.
(i)	06° 57' 78N., 75° 23' 22E.

- Vessels are requested to give a wide berth to the vessels and navigate with caution.

Charts affected – 22 (INT 752).

***078 (T) (05/16) INDIA – EAST COAST – Krishnapatnam Port – RACON.**

Source: DLL Visakhapatnam.

- Following lighthouse RACON is reported inoperative.

Sl No.	Name	Position	RACON Code	Charts Affected
(a)	Krishnapatnam	14° 17' 14N., 80° 08' 27E.	'C'	31 – 32 (INT 754) – 33 – 391 – 356 (INT 7400) – 3034.

- Mariners are advised to contact local port authorities for more information.

***079 (T) (05/16) INDIA – EAST COAST – Chennai (Madras) to Ramayapatnam – Light.**

Source: DLL Visakhapatnam.

- Iskapalli light in position 09° 19' 18N., 76° 22' 06E. unlit.
- Mariners are advised to exercise caution.

Charts affected – 391 – 356 (INT 7400).***080 (T) (05/16) INDIA – Bay of Bengal – Sittwe (Akyab) to Preparis Island – Survey Operation.**

Source: Myanmar Hydrographic Office.

- Survey vessel MV Ramform Titan (call sign; C6AL9) will carry out seismic survey in below mentioned area till **15 Apr 16**:

Sl. No.	Point	Position
(a)	Point A	16° 37' 86N., 93° 57' 78E.
(b)	Point B	16° 00' 24N., 93° 38' 64E.
(c)	Point C	16° 00' 12N., 92° 08' 82E.
(d)	Point D	16° 45' 06N., 92° 08' 82E.
(e)	Point E	16° 45' 00N., 93° 57' 72E.
(f)	Point F	16° 37' 86N., 93° 57' 78E.

- The vessel will be towing 18 seismic cables of 7.1 KM length.
- Vessels are requested to give a wide berth around the vessel and navigate with caution.

Charts affected – 31 – 41 (INT 757) – 371.***081 (T) (05/16) ANDAMAN SEA – Survey Operation.**

Source: Myanmar Hydrographic Office.

- Survey vessel MV PGS Apollo (call sign; C6ZH9) will carry out 3D seismic survey in below mentioned area till **15 Apr 16**:

Sl. No.	Position	Sl. No.	Position
(i)	13° 59' 40N., 94° 33' 72E.	(v)	14° 29' 15N., 94° 34' 37E.
(ii)	14° 06' 05N., 94° 41' 43E.	(vi)	14° 39' 30N., 94° 24' 22E.
(iii)	14° 01' 30N., 94° 46' 18E.	(vii)	14° 35' 05N., 93° 58' 02E.
(iv)	14° 05' 72N., 94° 51' 33E.		

- During the survey drilling period unauthorized navigation, anchoring, fishing and trawling are prohibited within 4 KM from above mentioned area.
- The vessel will be towing 12 seismic cables of 4 NM length.
- Vessels are requested to give a wide berth of 05 NM to the vessels and navigate with caution.

Charts affected – 41 (INT 757).

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 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.

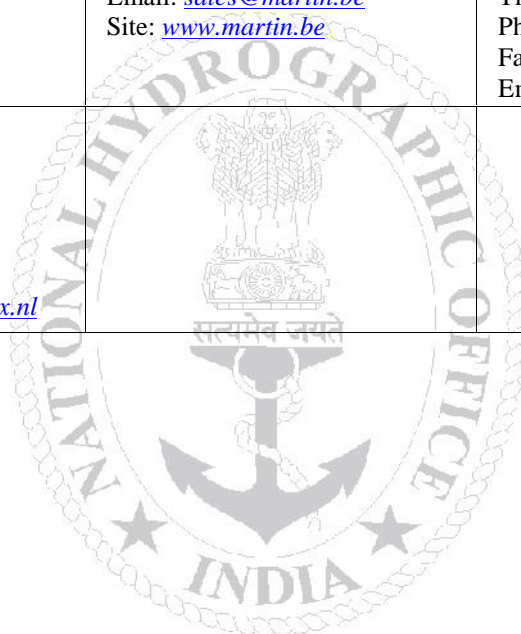
7. **CAUTIONARY NOTE**

There is a finite amount of lag between publication of large and small scale Indian Nautical Charts. To avoid uncertainty the mariners are advised to use large scale charts for coastal navigation wherever applicable and available. In addition, mariners are to refer large scale charts in conjunction with small scale charts in areas where both overlap during both planning and conduct of passage.

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:-

JEPPESEN MARINE Jeppesen Norway AS P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: info@c-map.no Site: www.c-map.no	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@globalcharts.in Web: www.globalcharts.com.sg	EW Liner Charts & Publication (India) 2/524, Sundeep Road, Chinna Neelangarai, Chennai 600041 Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: maritimeindia@airtelmail.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@vsnl.com, sales@ccmarine.in	Gujarat Pipavav Port Limited PO – Ucchaiya, Dist – Amereli, Gujarat – 365 560 Tele: +91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam – 530 016 Tele Fax: 0891-2799471, Cell: +91 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 6510 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: RajShekhar.Chakravorty@jeppesen.com, info@jeppesen.com Website: www.jeppesen.com
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 Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +919937064299 Email: ashishkantha@gmiindia.in Web: www.gmiindia.in
Lift o Marine Paper / Digital Charts Allen's Mansion, Flat C6 Nungi Station Road Kolkata – 700 140, IN Tel: +91 9836972027 / 8902228463 Fax: 033 24924283 Email: sankar@liftmarine.org Web: www.liftmarine.org	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 Engineering Logistics Executive Multi Services Eloms Charts, Door No: 61-4-45-A/4, Prakash Nagar Malkapuram Visakhapatnam – 530 011 Mob: +91 9133871827 Email: sales@elomscharts.in Web: www.elomscharts.in	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034 Tel: +91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 015 Mob: +91 7926923982 Email: jyoti@aatash.com, zubin@aatash.com	M/s Zenith Surveys (I) Pvt. Ltd. Lakhani's Plam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: zenithsurveys703@gmail.com, nyvmane@yahoo.com Web: www.zenithsurvey.com

SECTION – V

NAVAREA – VIII WARNINGS IN FORCE

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings in force as on 29 Feb 16:

<u>2015 SERIES</u>	– 124	287	288	298	334	386	439	445	486	498	567	582	616	633	646	672	735	787	876
<u>2016 SERIES</u>	–027	031	062	063	064	085	102	107	108	109	110	116	126	134	139	140	144	145	146
	147	148	149	150	151	152	153	154											

3. NAVAREA VIII Warnings issued during the period from 16 Feb to 29 Feb 16 (both dates inclusive) are as tabulated below:–

112.	NE INDIAN Ocean. Chart INT 71. Moored buoy Rama adrift 160300 UTC Feb in vicinity of 00-43.0S 091-01.6E.
113.	India West Coast. Charts 292 INT 71. Rig list correct at 161000 UTC Feb 16 ABAN ICE 18-55.01N 070-18.95E ABAN III 19-29.98N 071-16.28E ABAN IV 19-30.93N 071-21.44E NEW CE THORNTON 19-40.10N 072-18.89E DISCOVERY-1 18-57.12N 072-10.81E NEW DYNAMIC VISION 18-38.20N 071-00.92E DEEP SEA FORTUNE 19-40.14N 072-00.34E DEEP SEA FOSSIL 19-01.73N 071-25.58E FG MCCLINTOCK 18-58.31N 071-29.99E GREAT DRILL CHAAYA 18-40.10N 072-13.59E GREAT DRILL CHETNA 21-37.38N 068-26.55E GREAT DRILL CHITRA 19-19.37N 072-02.07E GREAT DRILL CHAARU 20-07.04N 071-49.35E HARVEY H WARD 18-48.40N 072-20.00E JINDAL STAR 19-15.26N 071-21.90E JT ANGEL 22-36.89N 068-26.06E MERCURY FOCUS 21-18.12N 072-31.64E NOBLE ED HOLT 19-01.90N 071-32.57E PARAGON L-786 19-29.88N 071-24.70E PARAGON M 1161 19-28.98N 071-19.63E RON TAPMEYAR 19-08.72N 072-07.03E SAGAR GAURAV 20-20.45N 071-15.40E SAGAR SHAKTI 19-39.70N 071-04.71E SAGAR JYOTI 19-25.14N 071-15.83E SAGAR KIRAN 18-44.50N 072-19.63E SAGAR LAXMI 20-58.00N 071-33.00E SAGAR PRAGATI 20-58.00N 071-33.00E SAGAR UDAY 19-06.54N 071-22.35E TRIDENT XII 19-25.23N 071-16.99E VICTORY DRILLER 18-31.95N 072-15.23E VIRTUE-I 19-26.06N 071-24.26E VALIANT DRILLER 19-38.88N 071-21.03E 2. Wide berth requested. 3. Cancel NAVAREA VIII 091.
114.	South Bay of Bengal. Charts INT 71. SLFV YG-01 reported adrift 14 Feb in vicinity of 09-24N 084-24E.
115.	Cancel NAVAREA VIII 098 and this MSG.
116.	Andaman Sea. Myanmar N to M 10/2016. Charts 31 41 INT 706. Firing practice scheduled from 222359 UTC Feb to 030001 UTC Mar 16 in danger area bounded by 14-56N 093-26E, 14-56N 094-33E, 14-00N 094-33E, 14-00N 093-26E. 2. Vessels to give 4 KM clearance from danger area. 3. Cancel this MSG 030100 UTC Mar 16.
117.	India West Coast. Charts 292 INT 71. Rig list correct at 171000 UTC Feb 16 ABAN ICE 18-55.01N 070-18.95E ABAN III 19-29.98N 071-16.28E ABAN IV 19-30.93N 071-21.44E CE THORNTON 19-40.10N 072-18.89E DISCOVERY-1 18-57.12N 072-10.81E

117. Continued.	
DYNAMIC VISION	18-38.20N 071-00.92E
DEEP SEA FORTUNE	19-40.14N 072-00.34E
DEEP SEA FOSSIL	19-01.73N 071-25.58E
FG MCCLINTOCK	18-58.31N 071-29.99E
GREAT DRILL CHAAYA	18-40.10N 072-13.59E
GREAT DRILL CHETNA	21-37.38N 068-26.55E
GREAT DRILL CHITRA	19-19.37N 072-02.07E
GREAT DRILL CHAARU	20-07.04N 071-49.35E
HARVEY H WARD	18-48.40N 072-20.00E
JINDAL STAR	19-15.26N 071-21.90E
JT ANGEL	22-36.89N 068-26.06E
MERCURY FOCUS	21-18.12N 072-31.64E
NOBLE ED HOLT	19-01.90N 071-32.57E
PARAGON L-786	19-29.88N 071-24.70E
PARAGON M 1161	19-28.98N 071-19.63E
PARAMESWARA	20-04.98N 071-59.67E NEW
RON TAPMEYAR	19-08.72N 072-07.03E
SAGAR GAURAV	20-20.45N 071-15.40E
SAGAR SHAKTI	19-39.70N 071-04.71E
SAGAR JYOTI	19-25.14N 071-15.83E
SAGAR KIRAN	18-44.50N 072-19.63E
SAGAR LAXMI	20-58.00N 071-33.00E
SAGAR PRAGATI	20-58.00N 071-33.00E
SAGAR UDAY	19-06.54N 071-22.35E
TRIDENT XII	19-25.23N 071-16.99E
VICTORY DRILLER	18-31.95N 072-15.23E
VIRTUE-I	19-26.06N 071-24.26E
VALIANT DRILLER	19-38.88N 071-21.03E
2.	Wide berth requested.
3.	Cancel NAVAREA VIII 113.
118. Andaman Sea – off Preparis Channel.	Charts 41 INT 706. SV PGS Apollo progressing seismic survey till 15 Apr 16 in area bounded by 13-59.40N 094-33.71E, 14-06.05N 094-41.43E, 14-01.30N 094-46.18E, 14-05.71N 094-51.33E, 14-29.15N 094-34.36E, 14-39.30N 094-24.21E, 14-35.05N 093-58.01E (.)
2.	Vessels to give 4 KM clearance from survey area.
3.	Wide berth requested.
119. NE Indian Ocean.	Chart INT 71. Moored buoy Rama adrift 180400 UTC Feb in vicinity of 00-17.79S 090-59.45E.
2.	Cancel NAVAREA VIII 112.
120. Cancel NAVAREA VIII 044 114 and this MSG.	
121. Lakshadweep Sea – Gulf of Mannar.	Chart INT 71. SLFV Shem 1 reported adrift 180530 UTC Feb 16 in vicinity of 07-36N 078-58E.
2.	Cancel this MSG 211000 UTC Feb 16.
122. India East Coast – Pondicherry.	Charts 3003 INT 706. DGPS (11-55N 079-50E) off on 22 Feb from 0030-1230 UTC.
2.	Cancel this MSG 221330 UTC Feb 16.
123. India West Coast – N Arabian Sea.	Charts 22 293 INT 706. Firing by Naval ships scheduled on 24 Feb 16 from 0230-0530 UTC in area bounded by 17-25N 071-00E, 16-57.70N 070-46.75E, 17-10.43N 070-18.28E, 17-37.72N 070-31.58E.
2.	Safe flying height 10 KM.
3.	Cancel this MSG 240630 UTC Feb 16.
124. India West Coast – Goa.	Charts 22 2078 INT 705 706. Firing by Naval Coast Battery scheduled on 24 Feb 16 from 0330 - 0730 UTC.
2.	Danger area bounded by 200 to 260 bearing from Mormugao head upto 10 NM seaward. Safe flying Ht 6.5 KM.
3.	Cancel this MSG 240830 UTC Feb 16.
125. India West Coast – Okha.	Charts 21 2068 INT 71. Firing by Naval Coast Battery scheduled on 25 Feb 16 from 0530-0730 UTC.
2.	Danger area extending seaward upto 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E. Safe flying Ht 13 KM.
3.	Cancel this MSG 250830 UTC Feb 16.
126. Andaman Sea – off Preparis S Channel.	Charts 41 INT 706. SV PGS Apollo progressing seismic survey till 15 Apr 16 in area bounded by 13-48.4N 094-41.3E, 14-37.3N 093-52.3E, 14-55.9N 094-11.1E, 14-06.2N 095-00.2E, 13-48.4N 094-41.3E.
2.	Vessel towing 12 cables 4 NM long.
3.	Wide berth of 5 NM around vessel requested.
4.	Cancel NAVAREA VIII 118.

127.	NAVAREA VIII Warnings in Force as on 19 Feb 16 2015 Series – 124 287 288 298 334 386 439 445 486 498 567 582 616 633 646 672 735 787 876 2016 Series – 020 027 031 054 059 062 063 064 065 068 069 071 079 085 090 100 101 102 106 107 108 109 110 116 117 119 121 122 123 124 125 126 (a) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet. (b) Text of NAVAREA VIII warnings in force including those which no longer broadcast available in www.hydrobharat.nic.in. (c) Cancel this MSG 261000 UTC Feb 16.
128.	NE Indian Ocean – chart INT 71. Moored buoy Rama adrift 190400 UTC Feb in vicinity of 00-04.28S 090-46.81E. 2. Cancel NAVAREA VIII 119.
129.	India East Coast – Central Bay of Bengal. Charts 32 INT 706. INS Sandhayak progressing hydrographic survey till 23 Feb in area bounded by 12-00N 081-22E, 12-54N 081-22E, 12-54N 081-48E, 14-00N 081-46E, 14-00N 084-00E, 12-00N 084-00E. 2. Wide berth of 02 NM requested. 3. Cancel this MSG 231830 Feb 16.
130.	NE Indian Ocean. Chart INT 71. Moored buoy Rama adrift 220400 UTC Feb in vicinity of 00-29.84s 090-28.76e. 2. Cancel NAVAREA VIII 128.
131.	India East Coast – Chennai. Charts 313 INT 706. Firing from Naval Coast Battery scheduled on 26 Feb 16 from 0530 - 0730 UTC. 2. Danger sector extending upto 11 NM between bearing 045 and 075 from 13-07.02N 080-18.01E. Safe flying Ht 13 KM. 3. Cancel this MSG 260830 UTC Feb 16.
132.	Cancel NAVAREA VIII 059 065 068 101 and this MSG. INTM 062 064 066 refers.
133.	India West Coast – Goa. Charts 22 2078 INT 705 706. Firing by Naval Coast Battery scheduled on 24 Feb 16 from 0330 - 0730 UTC. 2. Danger area bounded by 200 to 260 bearing from MPT building on Mormugao head upto 10 NM seaward. Safe flying Ht 6.5 KM. 3. Cancel NAVAREA VIII 124 and this MSG 240830 UTC Feb 16.
134.	India West Coast – Gulf of Khambhat. Charts 208 INT 71. MV Bao reported loss of port anchor with cable 21-40.4N 072 -29.4E.
135.	NE Indian Ocean. Chart INT 71. Moored buoy Rama adrift 00-35.89S 090-15.57E at 230300 UTC Feb. 2. Cancel NAVAREA VIII 130.
136.	South Lakshadweep Sea. Charts 23 INT 71. SLFV Laksheeduwa-04 adrift 04-47N 077-00E at 210030 UTC Feb. 2. Cancel this MSG 241000 UTC Feb 16.
137.	India West Coast. Charts 292 INT 71. Rig list correct at 231000 UTC Feb 16 ABAN ICE 22-29.58N 068-07.56E NEW ABAN III 19-29.98N 071-16.28E ABAN IV 19-30.93N 071-21.44E CE THORNTON 19-40.10N 072-18.89E DISCOVERY-1 18-57.12N 072-10.81E DYNAMIC VISION 18-38.20N 071-00.92E DEEP SEA FORTUNE 19-40.14N 072-00.34E DEEP SEA FOSSIL 19-01.73N 071-25.58E FG MCCLINTOCK 18-58.31N 071-29.99E GREAT DRILL CHAAYA 18-40.10N 072-13.59E GREAT DRILL CHETNA 21-37.38N 068-26.55E GREAT DRILL CHITRA 19-19.37N 072-02.07E GREAT DRILL CHAARU 20-07.04N 071-49.35E HARVEY H WARD 18-48.40N 072-20.00E JINDAL STAR 19-15.26N 071-21.90E JT ANGEL 22-36.89N 068-26.06E MERCURY FOCUS 21-18.12N 072-31.64E NOBLE ED HOLT 19-01.90N 071-32.57E PARAGON L-786 19-29.88N 071-24.70E PARAGON M 1161 19-28.98N 071-19.63E PARAMESWARA 20-04.98N 071-59.67E RON TAPMEYAR 19-08.72N 072-07.03E SAGAR GAURAV 20-20.45N 071-15.40E SAGAR SHAKTI 19-39.70N 071-04.71E SAGAR JYOTI 19-25.14N 071-15.83E SAGAR KIRAN 18-44.50N 072-19.63E SAGAR LAXMI 20-58.00N 071-33.00E SAGAR PRAGATI 20-58.00N 071-33.00E SAGAR UDAY 19-06.54N 071-22.35E

137.	Continued.	
	TRIDENT XII	19-25.23N 071-16.99E
	VICTORY DRILLER	18-31.95N 072-15.23E
	VIRTUE-I	19-26.06N 071-24.26E
	VALIANT DRILLER	19-38.88N 071-21.03E
2.	Wide berth requested.	
3.	Cancel NAVAREA VIII 117.	
138.	NE Indian Ocean.	Chart INT 71. Moored buoy Rama adrift 00-40 S 090-01 E at 240400 UTC Feb.
2.	Cancel NAVAREA VIII 135.	
139.	India West Coast.	Charts 292 INT 71. Rig list correct at 241000 UTC Feb 16
	ABAN ICE	22-29.58N 068-07.56E
	ABAN III	19-29.98N 071-16.28E
	ABAN IV	19-30.93N 071-21.44E
	CE THORNTON	19-40.10N 072-18.89E
	DISCOVERY-I	18-57.12N 072-10.81E
	DYNAMIC VISION	18-38.20N 071-00.92E
	DEEP SEA FORTUNE	19-40.14N 072-00.34E
	DEEP SEA FOSSIL	19-01.73N 071-25.58E
	FG MCCLINTOCK	18-58.31N 071-29.99E
	GREAT DRILL CHAAYA	18-40.10N 072-13.59E
	GREAT DRILL CHETNA	21-37.38N 068-26.55E
	GREAT DRILL CHITRA	19-19.37N 072-02.07E
	GREAT DRILL CHAARU	20-07.04N 071-49.35E
	HARVEY H WARD	18-48.40N 072-20.00E
	JINDAL STAR	19-15.26N 071-21.90E
	JT ANGEL	22-52.20N 068-28.80E NEW
	MERCURY FOCUS	21-18.12N 072-31.64E
	NOBLE ED HOLT	19-01.90N 071-32.57E
	PARAGON L-786	19-29.88N 071-24.70E
	PARAGON M 1161	19-28.98N 071-19.63E
	PARAMESWARA	20-04.98N 071-59.67E
	RON TAPMEYAR	19-08.72N 072-07.03E
	SAGAR GAURAV	20-20.45N 071-15.40E
	SAGAR SHAKTI	19-39.70N 071-04.71E
	SAGAR JYOTI	19-25.14N 071-15.83E
	SAGAR KIRAN	18-44.50N 072-19.63E
	SAGAR LAXMI	20-58.00N 071-33.00E
	SAGAR PRAGATI	20-58.00N 071-33.00E
	SAGAR UDAY	19-06.54N 071-22.35E
	TRIDENT XII	19-34.42N 071-21.88E NEW
	VICTORY DRILLER	18-31.95N 072-15.23E
	VIRTUE-I	19-26.06N 071-24.26E
	VALIANT DRILLER	19-38.88N 071-21.03E
2.	Wide berth requested.	
3.	Cancel NAVAREA VIII 137.	
140.	India West Coast – Gulf of Khambhat to Kachchh via ODA.	Charts 21 INT 71. SV Fugro mapper progressing survey till 31 Mar in vicinity of 18-44N 072-18E, 18-57N 072-11E, 20-32N 072-09E, 18-40N 072-13E, 19-11N 070-58E, 18-34N 072-17E, 18-56N 072-18E, 18-48N 071-16E, 19-20N 072-05E, 18-11N 071-33E, 20-09N 071-45E, 22-26N 068-33E, 19-34N 071-41E, 18-48N 070-52E, 18-47N 072-00E, 19-23N 071-21E, 19-31N 071-16E, 19-39N 071-18E, 19-35N 071-23E, 19-13N 072-11E (.)
2.	Wide berth requested.	
3.	Cancel NAVAREA VIII 054 and this MSG 311830 UTC Mar 16.	
141.	India West Coast – Mumbai High.	Charts 255 INT 71. HLS 2000 progressing platform installation till 29 Feb in position 19-37.3N 071-20E.
2.	cancel navarea viii 090 and this msg 291830 utc feb 16	
142.	NE Indian Ocean.	Chart INT 71. Moored buoy Rama adrift 00-49.95S 089-39.82E at 250300 UTC Feb.
2.	Cancel NAVAREA VIII 138.	
143.	India West Coast – off Tapti ODA.	Charts 21 210 INT 71. Firing by CG aircraft scheduled on 28 Feb 16 from 0330-1130 UTC in area bounded by 20-18.5N 072-02.5E, 20-18.5N 072-12.5E, 20-09.5N 072-10.0E, 20-09.5N 072-00.0E.
2.	Safe flying Ht 2 KM.	
3.	Cancel this MSG 281230 UTC Feb 16.	
144.	India East Coast – Puduchery.	Charts 32 INT 706. INS Darshak will progress hydrographic survey from 28 Feb - 07 Mar 16 in area bounded within 11-52.6N TO 11-55.6N AND 079-48.50E TO 079-52.2E.
2.	Wide berth requested.	
145.	Arabian Sea – Gulf of Khambhat.	Charts 2039 INT 71. Perigee Lt vessel (21-42.11N 072-18.00E) retrieved.

146.	India West Coast – off Mumbai High. Charts 21 255 293 INT 71. Firing by naval ships scheduled on 02 Mar 16 from 1230-1530 UTC in area bounded by 18-24N 071-11E, 18-25N 071-22E, 18-16N 071-25E, 18-15N 071-14E.
2.	Safe flying Ht 6 KM.
3.	Cancel this MSG 021630 UTC Feb 16.
147.	India West Coast – Kochi. Charts 220 INT 71. Firing by Naval Coast Battery scheduled on
	Date Time (UTC)
	01 Mar 16 0900-1200
	04 Mar 0900-1200
	08 Mar 0900-1200
	11 Mar 0900-1200 and 1230-1430
	15 Mar 0900-1200
	18 Mar 0900-1200
	22 Mar 0900-1200
	25 Mar 0900-1200
	29 Mar 0900-1200 and 1230-1430
2.	Danger area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44.0N 076-17.5E, 09-42.5N 076-09.5E.
3.	Safe flying Ht 10 KM.
4.	Cancel NAVAREA VIII 071 and this MSG 291530 UTC Mar 16.
148.	NE Indian Ocean. Chart INT 71. Moored buoy Rama adrift 01-05S 089-22E at 260300 UTC Feb.
2.	Cancel NAVAREA VIII 142.
149.	NAVAREA VIII Warnings in Force as on 26 Feb 16
	2015 Series – 124 287 288 298 334 386 439 445 486 498 567 582 616 633 646 672 735 787 876
	2016 Series – 020 027 031 062 063 064 069 079 085 100 102 107 108 109 110 116 126 134 139 140 141 143 144 145 146 147 148
	(a) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet.
	(b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.nic.in .
	(c) Cancel this MSG 041000 UTC Mar 16.
150.	India West Coast – NW of Mumbai. Charts 255 293 INT 71. Fishing boat Daya Sagar reported sank in vicinity 19-09N 072-35E.
151.	India West Coast – Mumbai High. Charts 255 INT 71. HLS 2000 progressing platform installation till 04 Mar in position 19-31.7N 071-16.6E.
2.	Cancel NAVAREA VIII 141 and this MSG 041830 UTC Mar 16.
152.	India West Coast – Mumbai ODA to Gulf of Khambhat. Charts 292 INT 71. MV Flamboyant and Kamrup progressing survey till 31 Mar 16 in areas bounded by 19-42.6N 070-56.5E, 19-39.6N 071-34.6E, 19-02.3N 071-33.8E, 19-05.7N 070-56.1E and 18-55.7N 072-09.3E, 18-56.3N 072-21.1E, 18-29N 072-24.5E, 18-27.9N 072-12.7E and in vicinity of line joining 19-38.3N 071-22.8E, 20-12.9N 071-56.4E, 20-42.8N 072-18.2E.
2.	Wide berth requested.
153.	India East Coast – off Gopalpur. Charts 353 INT 706. Army air firing scheduled on 05, 10, 11, 14, 15 Mar 16 from 0130 – 0730 and 0830 - 1230 UTC in danger area bounded by (a) 19-14.6N 084-53.7E (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 Ht 6.1 KM.
2.	Cancel this MSG 151330 UTC Mar 16.
154.	NE Indian Ocean – Chart Int 71. Moored buoy Rama adrift 290400 UTC Feb in vicinity of 01-14S 088-38E.
2.	Cancel NAVAREA VIII 148.

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

Bay of Bengal Pilot (INP-2)

Chapter -2 (Page 116)

(Source: Krishnapatnam Port Company Ltd.)

Article 2.157

Insert new para after para 3

Article 2.99,

Delete para 2, 3 and replace by,

2 **Anchorage.** The coordinates of recommended anchorage areas are:-

Anchorage – 'A' (for vessels of LOA below 180m) –

Area bounded by

14° 14'.00 N, 080° 12'.00E
14° 14'.00 N, 080° 13'.80E
14° 12'.00 N, 080° 12'.00E
14° 12'.00 N, 080° 13'.80E

3 Anchorage – 'B' (For vessels of LOA above 180m) –
Area bounded by

14° 14'.50N, 080° 13'.80E
14° 14'.50N, 080° 15'.80E
14° 12'.00N, 080° 13'.80E
14° 12'.00N, 080° 15'.80E

3A Anchorage Area 'B1' (For vessels Max. draft 16m or more) – Area bounded by

14° 14'.50N, 080° 15'.80E
14° 14'.50N, 080° 18'.40E
14° 12'.80N, 080° 15'.80E
14° 12'.80N, 080° 18'.40E

Article 2.99,

Delete para 5 sub para (b) and replace by,

(b) Pilot Boarding Station 'B' – 14° 14'.85N, 80° 15'.30E (for vessels having max draught more than 10.0m but less than 16.0m)

(c) Pilot Boarding Station 'B1' – 14° 15'.20N, 80° 17'.70E (for vessels having max draught of 16.0m or more)

4 **Wrecks** Three underwater wrecks classified as dangerous to surface navigation exists in positions

<u>Position</u>	<u>Least depth</u>
(a) 17°41'.818N 83°18'.300E	5.6m
(b) 17°41'.877N 83°18'.310E	3m
(c) 17°41'.799N 83°18'.378E	4m

Bay of Bengal Pilot (INP-2)

Chapter -2 (Page – 131)

(Source: INS Nirupak IH. 102)

SECTION – VII

CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7696	-Jazireh-Ye Bani Forur. E point *	26 07.12 N 54 26.70 E	Fl(2) W 10s *	25 *	12 *		
F0449	- Ghogha. PERIGEE LT V - - - Riding light - - -	21 42.11 N 72 18.00 E	Fl W 7s QW Bell	12	8	Red hull	Ra refl TE 2016 *
F0706.1	Deleted; remove from list						
F0706.2	Deleted; remove from list						
F0706.5	- N Breakwater	09 19.18 N 76 22.80 E	Fl(2)W 10s	15	15	White Gl trestle tower 15	TE 2016 *
F0952.3	Isakapalle	14 43.81 N 80 06.02 E	Fl(2)W 10s	34	18	White round concrete tower, red stripes 30	TE 2016 *
K0878.1	- - Siuban	02 11.07 S 99 43.75 E	Fl W 5s	14	6	White framework tower 12	fl 0.5. *
K0878.3	Deleted; remove from list						

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

INP 31(1), 2014

(Last correction: Edition No. 04 dated 16 Feb 2016)

NIL

INP 31(2), 2014

(Last correction: Edition No. 03 dated 01 Feb 2016)

NIL

INP 31(5), 2011

(Last correction: Edition No. 16 dated 16 Aug 2015)

NIL

INP 31(6), 2012

(Last correction: Edition No. 21 dated 01 Nov 2015)

PAGE 51, INDIA, KRISHNAPATNAM, Pilots and Port, PROCEDURE: (4)

Delete and replace by:

(4) **Pilot boards** at following positions:

- (a) Pilot Boarding Station 'A' - 14° 14'.50N, 80° 12'.50E (for vessels of maximum draught less than 10 m)
- (b) Pilot Boarding Station 'B' - 14° 14'.85N, 80° 15'.30E (for vessels having max draught more than 10.0m but less than 16.0m)
- (c) Pilot Boarding Station 'B1' - 14° 15'.20N, 80° 17'.70E (for vessels having max draught 16.0m or more)

(Source: Krishnapatnam Port Company Ltd.)

(05/16)

PAGE 160, SINGAPORE, EAST JOHOR STRAIT, Traffic Information Systems, PROCEDURE, Section (2) (h) (i)

Delete and replace by:

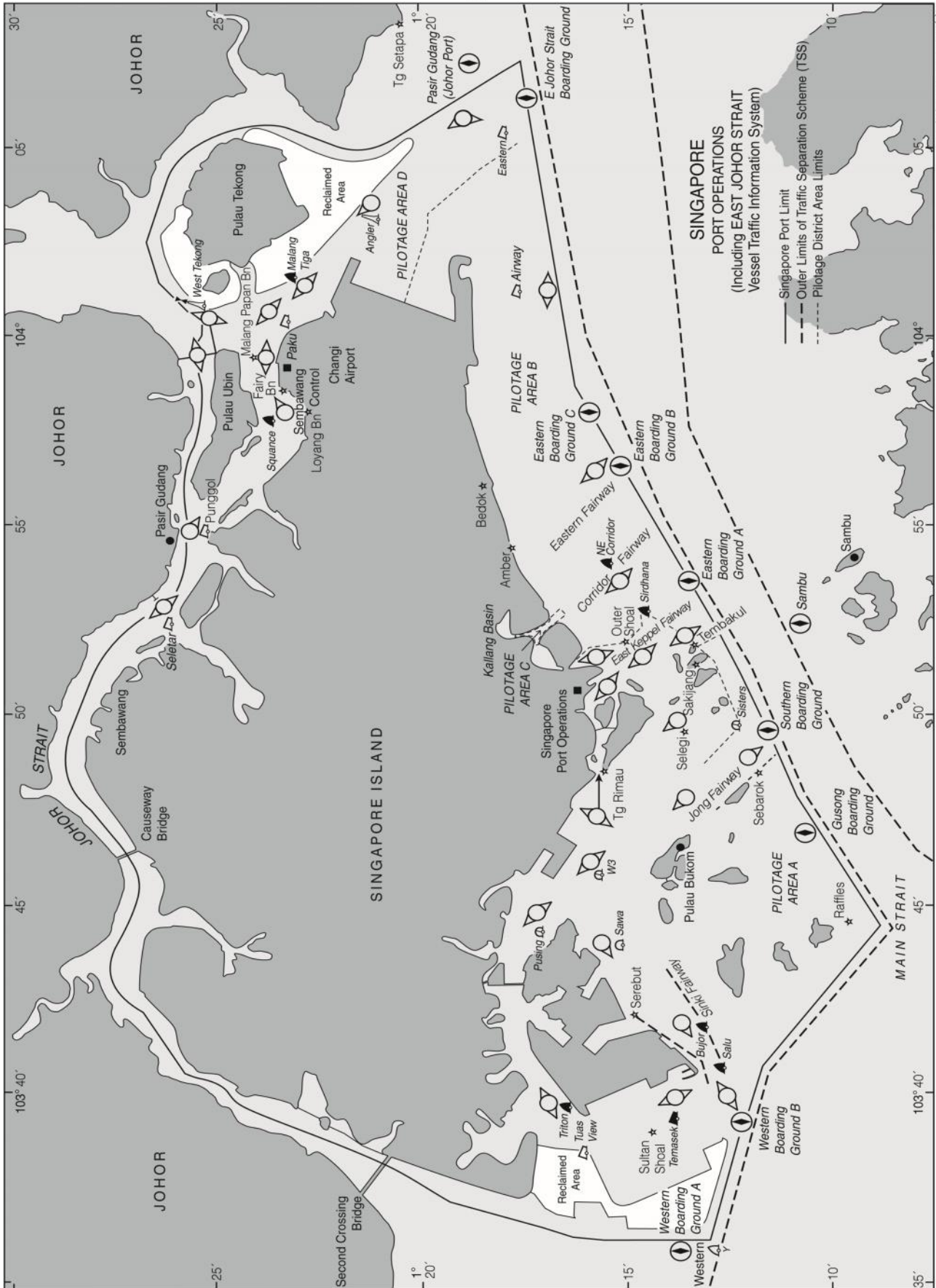
- (i) The line joining West Tekong Lt Buoy (1°25'.17N 104°00'.43E) and the NE point of Pulau Ubin (1°25'.00 103°59'.47E) or the longitude 103°59'.53E which extends northwards off the E end of Pulau Ubin.

(Source: BA07/16)

(05/16)

PAGE 162, SINGAPORE, SINGAPORE, See diagram SINGAPORE PORT OPERATIONS (including EAST JOHOR STRAIT Traffic Information System)

Delete and replace by diagram SINGAPORE PORT OPERATIONS (including EAST JOHOR STRAIT vessel Traffic Information System) on page 165



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.gov.in, msis-inho@navy.gov.in
Fax No.: +91-135- 2748373
WEB: www.hydrobharat.gov.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.

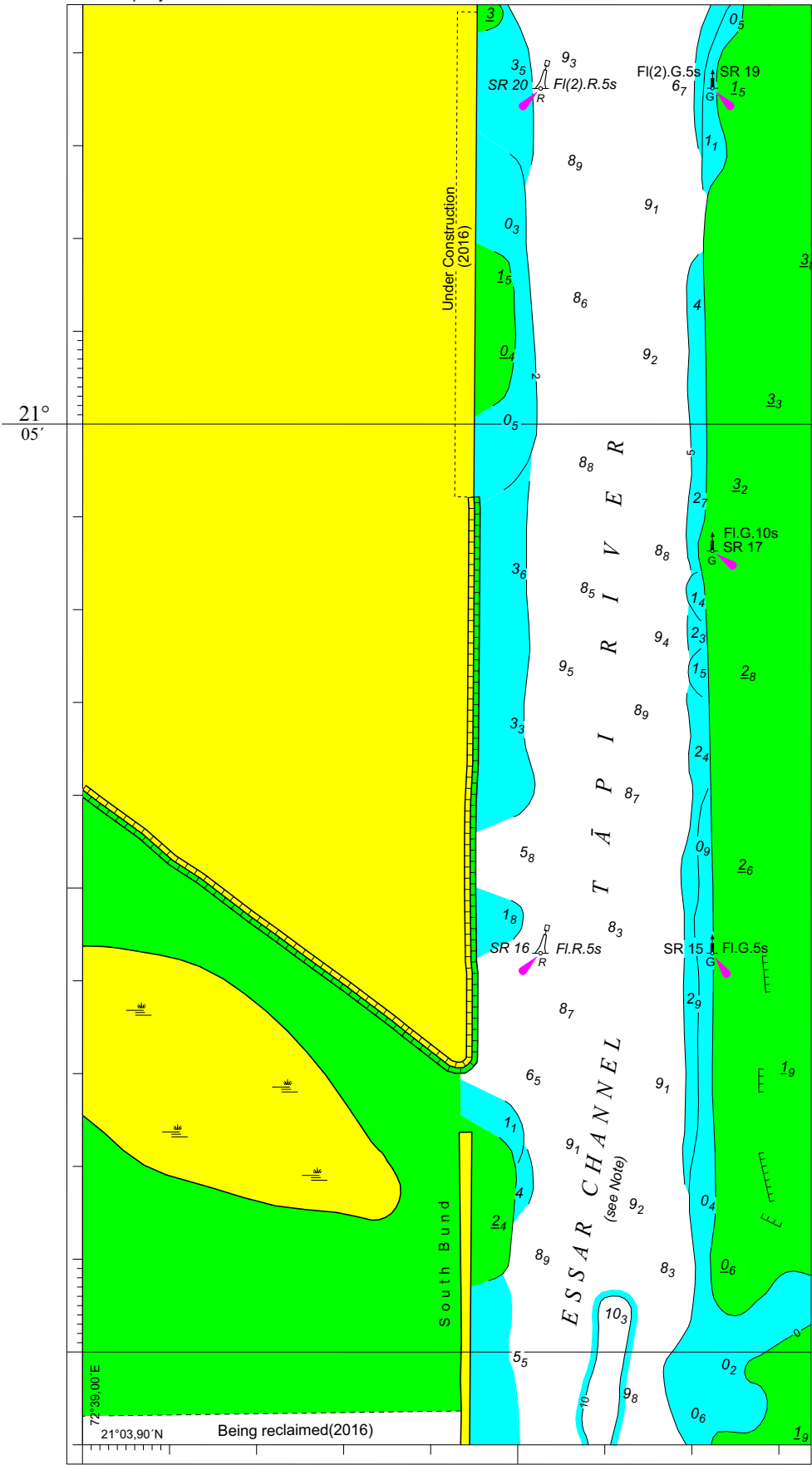


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes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





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