Indian Notices to Mariners
Edition No. 15 Dated 01 Aug 2015
(CONTAINS NOTICES 130 TO 135)

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Contents

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

(Published on NHO website on 1st & 16th of every month)

Feedback: msis-inho-navy@nic.in

Insist on Indian Charts and Publications
Original, Authentic and Up-to-Date

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No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.
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 from now on will carry a NHO crest as watermark on the reverse with backslip. Agents stamp is made 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 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. Sl 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.
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, ENCs AND PUBLICATION

1. The forthcoming Indian Charts are as follows:

<table>
<thead>
<tr>
<th>Chart No</th>
<th>Title</th>
<th>Scale</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>2037</td>
<td>VALINOKKAM ANCHORAGE; VAPPALODAI ANCHORAGE</td>
<td>30,000</td>
<td>New Chart</td>
</tr>
<tr>
<td>2047</td>
<td>PLANS IN LAKSHADWEEP: KADMAT ISLAND</td>
<td>25,000</td>
<td>New Chart</td>
</tr>
<tr>
<td></td>
<td>AMINI ISLAND</td>
<td>40,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CHETLAND ISLAND</td>
<td>35,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>KALPITTI TO PARALI ISLAND</td>
<td>50,000</td>
<td></td>
</tr>
<tr>
<td>2116</td>
<td>KORI CREEK</td>
<td>37,500</td>
<td>New Chart</td>
</tr>
<tr>
<td>2521</td>
<td>ALDABRA ISLAND</td>
<td>15,000</td>
<td>New Chart</td>
</tr>
<tr>
<td>4006</td>
<td>PORT BLAIR</td>
<td>15,000</td>
<td>New Chart</td>
</tr>
</tbody>
</table>

Availability of ENCs

The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENCs 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:

<table>
<thead>
<tr>
<th>United Kingdom Hydrographic Office</th>
<th>M/s Jeppesen Norway AS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Admiralty Way, Taunton, Somerset</td>
<td>Hovalandsvien 52</td>
</tr>
<tr>
<td>TA1 2DN, UK</td>
<td>PO Box 212, N-4379.Egersund, Norway</td>
</tr>
<tr>
<td>Tel: +44 (0) 1823 337900</td>
<td>Ph: 0047 51 464700</td>
</tr>
<tr>
<td>Fax: +44 (0) 1823 330561, 1823 284077</td>
<td>Fax: 0047 51 464701</td>
</tr>
<tr>
<td>Telex: 46274</td>
<td>Email: <a href="mailto:enc@jeppesen.com">enc@jeppesen.com</a>, <a href="mailto:info@c-map.co.no">info@c-map.co.no</a></td>
</tr>
<tr>
<td>Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a></td>
<td>Website: <a href="http://www.jeppesen.com">www.jeppesen.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>M/s Primar</th>
<th>M/s IIC Technologies Limited</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwegian Hydrographic Service,</td>
<td>B-2-350/5/B-22, Road No. 3</td>
</tr>
<tr>
<td>Postbox 60,</td>
<td>Banjara Hills</td>
</tr>
<tr>
<td>4001 Stavanger</td>
<td>Hyderabad- 500 034</td>
</tr>
<tr>
<td>Norway</td>
<td>Tel:+91 4039144444</td>
</tr>
<tr>
<td>Telephone - +47 - 51 85 87 00</td>
<td>Fax: +91 4039144455</td>
</tr>
<tr>
<td>Fax - + 47 - 51 85 87 08</td>
<td>Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a></td>
</tr>
<tr>
<td>E-mail:<a href="mailto:-data@ecc.no">-data@ecc.no</a></td>
<td>Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></td>
</tr>
<tr>
<td>Website: - <a href="http://www.primar.org">www.primar.org</a></td>
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**SECTION – I**

The list of charts affected by the Notices 130 to 135 contained in this edition is as follows:

<table>
<thead>
<tr>
<th>CHART NUMBER</th>
<th>FOLIO NO.</th>
<th>NOTICE NO.</th>
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<tbody>
<tr>
<td>208</td>
<td>2</td>
<td>130</td>
</tr>
<tr>
<td>213</td>
<td>3</td>
<td>131, 132</td>
</tr>
<tr>
<td>214</td>
<td>3</td>
<td>131, 132</td>
</tr>
<tr>
<td>254 (INT 7331)</td>
<td>2</td>
<td>130</td>
</tr>
<tr>
<td>257 (INT 7343)</td>
<td>3</td>
<td>132</td>
</tr>
<tr>
<td>293 (INT 7022)</td>
<td>3</td>
<td>132</td>
</tr>
<tr>
<td>351 (INT 7419)</td>
<td>5</td>
<td>133</td>
</tr>
<tr>
<td>360</td>
<td>7</td>
<td>133</td>
</tr>
<tr>
<td>436</td>
<td>7</td>
<td>134</td>
</tr>
<tr>
<td>2008</td>
<td>3</td>
<td>135 (T)</td>
</tr>
<tr>
<td>2010</td>
<td>3</td>
<td>135 (T)</td>
</tr>
<tr>
<td>2039</td>
<td>2</td>
<td>130</td>
</tr>
<tr>
<td>2042</td>
<td>3</td>
<td>131</td>
</tr>
<tr>
<td>2043</td>
<td>3</td>
<td>132</td>
</tr>
<tr>
<td>2046</td>
<td>3</td>
<td>132</td>
</tr>
<tr>
<td>2102</td>
<td>2</td>
<td>130</td>
</tr>
<tr>
<td>3018</td>
<td>7</td>
<td>133</td>
</tr>
</tbody>
</table>
**SECTION – II**

**PERMANENT NOTICES**

*130 (15/15) INDIA – WEST COAST – Bhavnagar Port – Foul.
Source: VTS Khabhat.
**Chart 254 (INT 7331) [previous update 123/15]**
Insert 

\[
21° 42' 21" N., 72° 20' 83" E.
\]

**Chart 208 [previous update 112/15]**
Insert 

\[
21° 42' 21" N., 72° 20' 83" E.
\]

**Chart 2039 [previous update 112/15]**
Insert 

\[
21° 42' 20" N., 72° 20' 85" E.
\]

**Chart 2102 [previous update NC 15 May 15]**
Insert 

\[
21° 42' 24" N., 72° 20' 82" E.
\]

*131 (15/15) INDIA – WEST COAST – Approaches to Malvan – Wreck.
Source: IH – 102, INS Sutlej.
**Chart 213 [previous update 201/14]**
Delete 

\[
15° 56' 10" N., 73° 32' 35" E.
\]

**Chart 214 [previous update 060/15]**
Delete 

\[
15° 56' 10" N., 73° 32' 35" E.
\]

**Chart 2042 [previous update 125/15]**
Delete 

\[
15° 56' 10" N., 73° 32' 35" E.
\]

Source: IH – 102, INS Sutlej.
**Chart 293 (INT 7022) [previous update 060/15]**
Insert 

\[
15° 45' 90" N., 73° 36' 90" E.
\]

Delete 

\[
15° 46' 00" N., 73° 37' 00" E.
\]

**Chart 257 (INT 7343) [previous update 060/15]**
Insert 

\[
15° 45' 84" N., 73° 36' 94" E.
\]

Delete 

\[
15° 45' 94" N., 73° 37' 04" E.
\]

**Chart 213 [previous update 131/15]**
Insert 

\[
15° 45' 90" N., 73° 36' 90" E.
\]

Delete 

\[
15° 46' 00" N., 73° 37' 00" E.
\]

**Chart 214 [previous update 131/15]**
Insert 

\[
15° 45' 90" N., 73° 36' 90" E.
\]

Delete 

\[
15° 46' 00" N., 73° 37' 00" E.
\]

**Chart 2043 [previous update 126/15]**
Insert 

\[
15° 45' 90" N., 73° 36' 90" E.
\]

Delete 

\[
15° 46' 00" N., 73° 37' 00" E.
\]

**Chart 2046 [previous update 126/15]**
Insert 

\[
15° 45' 90" N., 73° 36' 90" E.
\]

Delete 

\[
15° 46' 00" N., 73° 37' 00" E.
\]
133 (15/15)  BANGLADESH – Approaches to Pussur River – Buoy.
Source: BA Notice – 2308/15.
Chart 351 (INT 7419) [previous update 070/15]
Insert  
\[21° 38´·00N., 89° 29´·00E.\]
\[21° 40´·00N., 89° 30´·30E.\]
\[21° 38´·00N., 89° 30´·30E.\]
\[21° 40´·00N., 89° 31´·20E.\]

Chart 360 [previous update 119/15]
Insert  
\[21° 37´·95N., 89° 29´·17E.\]
\[21° 39´·95N., 89° 30´·47E.\]
\[21° 37´·95N., 89° 30´·47E.\]
\[21° 39´·95N., 89° 31´·37E.\]

Chart 3018 [previous update 248/11]
Insert  
\[21° 38´·00N., 89° 29´·00E.\]
\[21° 40´·00N., 89° 30´·30E.\]
\[21° 38´·00N., 89° 30´·30E.\]
\[21° 40´·00N., 89° 31´·20E.\]

134 (15/15)  MALACCA STRAIT MALAYSIA – West Coast – Pinang Island to Sembilan Islands – Obstruction.
Source: BA Notice – 1865/15.
Chart 436 [previous update 191/14]
Insert  \[03° 57´·79N., 100° 06´·80E.\]
SECTION – III

TEMPORARY AND PRELIMINARY NOTICES

*135(T) (15/15) INDIA – WEST COAST – Karwar – Buoy.

Source: HQKNA.
1. Starboard hand buoy no. 7 in position 14° 45´·82N., 74° 07´·67E at Karwar Naval Harbour withdrawn for maintenance.
2. Mariners are advised to navigate with caution and contact local port authorities for more 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 up to 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, icgmrcc_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, There 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, Irridum 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/ Irridum 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, Irridum and other such sets in pre arrival notification on security (PANS).

   The unauthorized holders of Thuraya/ Irridum 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:

<table>
<thead>
<tr>
<th>Chart Agent</th>
<th>Address</th>
<th>Phone</th>
<th>Fax</th>
<th>Email</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>JEPPESEN MARINE</td>
<td>Jeppesen Norway AS</td>
<td>Ph: 0047 51 464700</td>
<td>Fax: 0047 51 464701</td>
<td><a href="mailto:info@c-map.no">info@c-map.no</a></td>
<td><a href="http://www.c-map.no">www.c-map.no</a></td>
</tr>
<tr>
<td></td>
<td>P.O. 212, N-4379, Egersund, Norway</td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Ph: +47 51 464700</td>
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<tr>
<td></td>
<td>Fax: +47 51 464701</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>C-Map US Commercial</td>
<td>133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America</td>
<td>Ph: +1 (508) 477 8010</td>
<td>Fax: +1 (508) 539 4381</td>
<td><a href="mailto:info@c-map.com">info@c-map.com</a></td>
<td></td>
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<td></td>
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<tr>
<td>Mari-Sys Pte Ltd.</td>
<td>20 Ayer Rajah Crescent, 08-21,SE 139964, Republic of Singapore</td>
<td>Ph: +65 6776 1898</td>
<td>Email: <a href="mailto:info@mari-sys.com">info@mari-sys.com</a></td>
<td></td>
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<tr>
<td>C-Map Holland</td>
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<td>Ph: +31 223 616 700</td>
<td>E Mail: CorMallie <a href="mailto:cor@chartworx.nl">cor@chartworx.nl</a></td>
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<tr>
<td></td>
<td>PO Box 7</td>
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<td>C-Map (UK) Ltd.</td>
<td>Systems House Delta Business Park Salterns Lane,Fareham, PO16 QQS, United Kingdom, Ph: +44 (0) 1329 517777</td>
<td>Fax: +44 (0) 1329 517778</td>
<td>Email: <a href="mailto:info@c-map.co.uk">info@c-map.co.uk</a></td>
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<td>Bogerd Martin NV,</td>
<td>Oude Leeuwenrui 37</td>
<td>Ph: +32 (3) 2134170</td>
<td>Fax: +32 (3) 2326167</td>
<td><a href="mailto:sales@martin.be">sales@martin.be</a></td>
<td><a href="http://www.martin.be">www.martin.be</a></td>
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<tr>
<td>Bogerd Martin Tianjin(China Branch)</td>
<td>2-B101 FTZ Hi-Tech Development Centre 131 Haibin 9 Road 300461 Tianjin China</td>
<td>Ph: +86 22 257 62 721</td>
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<td>M/s OSA Books and Periodicals,</td>
<td>R-246, Greater Kailash -I New Delhi - 110 048</td>
<td>Tel/Fax: 011-46573377, Mob: 9971093992 Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a></td>
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<tr>
<td>M/s Global Charts &amp; Nav. Aids Pvt. Limited</td>
<td>1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001</td>
<td>Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: <a href="mailto:sales@globalcharts.in">sales@globalcharts.in</a> Web: <a href="http://www.globalcharts.com.sg">www.globalcharts.com.sg</a></td>
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<tr>
<td>M/s C &amp; C Marine Combine</td>
<td>25 Bank Street, 1st Floor, Mumbai - 400 023 Tel: 91-22-22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: <a href="mailto:ccmarine@vsnl.com">ccmarine@vsnl.com</a>, <a href="mailto:sales@ccmarine.in">sales@ccmarine.in</a></td>
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<td>M/s SVR Chart Agencies</td>
<td>Door No.50-81-35/6, Santthipuram, Santhippuram, Seetammapeta, Visakhapatnam-530 016</td>
<td>Tel Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : <a href="mailto:mahalakshmitravels@hotmail.com">mahalakshmitravels@hotmail.com</a></td>
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<tr>
<td>M/s Jeppesen India Pvt. Ltd</td>
<td>505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614</td>
<td>Tel: +91 22 6510 3668, Fax: +91 22 55939504 Mob: +9322235842 Email: <a href="mailto:RajShekhar.Chakravorty@jeppesen.com">RajShekhar.Chakravorty@jeppesen.com</a>, <a href="mailto:info@jeppesen.com">info@jeppesen.com</a> Website: <a href="http://www.jeppesen.com">www.jeppesen.com</a></td>
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<tr>
<td>M/s JM Maritime Services</td>
<td>24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : <a href="mailto:jmm@mtnl.net.in">jmm@mtnl.net.in</a>, <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a></td>
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<td>M/s L. R. Marine Services</td>
<td>301, 3rd Floor, Biry House, 265, Perin Nariman Street, Fort, Mumbai - 400 001 Tel: +91-22-2269 1535, Fax: +91-22-6635 9148 Cell No: +91 8108926880/+91 98214 60258 Email: <a href="mailto:lrcharts@mtnl.com">lrcharts@mtnl.com</a>, <a href="mailto:lrmarine@live.com">lrmarine@live.com</a></td>
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<td>Lift O Marine</td>
<td>Allen’s Mansion, C6 Nungi Station Road, Kolkata – 700140 Mob: +91 9836972027 / 8902228463 Email: <a href="mailto:sankar@liftomarine.org">sankar@liftomarine.org</a> / <a href="mailto:liftomarine77@gmail.com">liftomarine77@gmail.com</a> Web: <a href="http://www.liftomarine.org">www.liftomarine.org</a></td>
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<td>M/s Engineering Logistics Executive Multi Services Elems Charts,</td>
<td>Door No: 61-4-45-A/4, Prakash Nagar Malkapuram Visakhapatnam - 530 011 Mob: +91 9133871827 Email: <a href="mailto:sales@elemscharts.in">sales@elemscharts.in</a> Web: <a href="http://www.elemscharts.in">www.elemscharts.in</a></td>
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<td>M/s Aatash Computer &amp; Communications Pvt. Ltd.</td>
<td>213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 015 Mob: +91 7926923982 Email: <a href="mailto:jyoti@aatash.com">jyoti@aatash.com</a>, <a href="mailto:zubin@aatash.com">zubin@aatash.com</a></td>
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**List of Indian Chart Agents.**

M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22621251, Fax: 91-22-22623551 Email: sbh@vsnl.com

EW Liner Charts & Publication (India) 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Tel/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: maritimeindia@airtelmail.in

Gujarat Pipavav Port Limited PO – Ucchaiya, Dist. - Amereli Gujarat – 365 560 Tel:- 91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)

M/s SVR Chart Agencies

M/s JIIC Technologies Limited

M/s L. R. Marine Services

M/s IIC Technologies Limited

M/s L. R. Marine Services

M/s Jeppesn India Pvt. Ltd

M/s Global Marine Infratech Pvt. Ltd.

M/s IIC Technologies Limited

M/s Global Marine Infratech Pvt. Ltd.
1. For details of NAVAREA limits and organisation/co-ordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings in force as on 31 Jul 15:

<table>
<thead>
<tr>
<th>2014 Series</th>
<th>398 614 676</th>
</tr>
</thead>
</table>

3. NAVAREA VIII Warnings issued during the period from 16 Jul to 31 Jul 15 (both dates inclusive) are as tabulated below:


2. No over flight and shipping permitted in danger zone on specified schedule.

3. Cancel this MSG 280930 UTC Jul 15.

505. India West Coast – Okha. Charts 21 202 203 251 271 291 2013 2068 INT 71. Firing practice by Naval Coast Battery scheduled on 23 Jul 15 from 0530-0730 UTC.

2. Danger area extending up to 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E. Safe flying ht 12800 m.

4. Cancel this MSG 230830 UTC Jul 15.

506. Lakshadweep Sea – Gulf of Mannar. Charts 32 263 INT 71 706. MT AN Run 3 reported adrift due rudder failure on 160245 UTC Jul 15 in vicinity of 07-48.6N 078-59.7E.

15 along route 19 (both dates inclusive) are as


2. Cancel this MSG 191600 UTC Jul 15.

509. Cancel Navarea VIII

(a) 161/15 247/15 309/15 and this MSG. INTM 127(T) 123 128(T) refers.
(b) 504 506/15 and this MSG.

510. NAVAREA VIII warnings in force as on 17 Jul 2015

2014 Series – 398 614 676

(a) NAVAREA VIII warning less than 42 days old promulgated via SafetyNet.
(b) Text of NAVAREA VIII warnings informce including those which no longer broadcast available on www.hydrobhurat.nic.in.

2. Cancel this MSG 241002 UTC Jul 15.


2. Wide berth of 01 NM around vessel requested.

512. India West Coast – Safety Fairway off Mumbai. Charts 22 292 255 INT 71. DSV Samudra Prabha progressing diving till 27 Jul 15 in vicinity 18-41.05N 072-32.35E.

2. Wide berth of 1000 m from vessel requested.

3. Cancel this MSG 280001 UTC Jul 15.


2. Wide berth of 01 NM around vessel requested.

3. Cancel this MSG 251830 UTC Jul 15.


2. Cancel this MSG 260500 UTC Jul 15.
   1. No over flight and shipping permitted in danger zone on specified schedule.
   2. Cancel this MSG 310930 UTC Jul 15.

517. **Andaman Sea – off Car Nicobar.** Charts 41 407 472 INT 71. Firing practice by IAF scheduled on 27 and 28 Jul 15 between 0330-0530, 0730-0930 UTC in area bounded by 09-09.3N 092-59.0E, 08-59.3N 092-59.0E, 09-09.3N 093-09.0E, 08-59.3n 093-09.0E.
   1. Safe flying ht 5000m.
   2. No vessel permitted in firing area.
   3. Cancel this MSG 281030 UTC Jul 15.

518. **India East Coast – Chennai.** Charts 32 313 356 357 INT 706. Firing practice by Naval Coast Battery scheduled on 31 Jul between 0530-0730 UTC 15.
   1. Danger sector extending upto 11 nm between bearing 045 and 075 from 13-07.02n 080-18.01e
   2. Safe flying ht 12800 m.
   3. No vessel permitted in danger area.
   4. Cancel this MSG 310830 UTC Jul 15.

519. **India West Coast – off Mumbai.** Charts 22 255 INT 71. Red cylindrical buoy with white Fl Lt and radar reflector moored in position 19-01.82N 072-34.00E.
   1. Wide berth of 0.5 NM requested.

   1. Wide berth of 01 NM around vessel requested.
   2. Cancel this MSG 311830 UTC Jul 15.

521. **India West Coast – Porbandar.** Charts 22 2040 INT 71. Porbandar DGPS will be off air from 231700 UTC Jul 15.

522. **Indian West Coast – Mundra Port.** Charts 203 2106 INT 71. Navinal Lt(22-44N 069-42E) unlit.

523. **India West Coast – Mumbai.** Charts 22 292 255 INT 71. DSV Samudra Prabha will progress diving 18-45.4N 072-40.2E on 27 Jul 15.
   1. Wide berth of 1000 m from vessel requested.
   2. Cancel this MSG 280010 UTC Jul 15.

524. **Navarea VIII warnings in force as on 24 Jul 2015**
   **2014 Series –** 398 614 676

   (a) Navarea VIII warning less than 42 days old promulgated via SafetyNet.
   (b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on www.hydrobharat.nic.in.
   1. Cancel this MSG 311008 UTC Jul 15.

525. **Bay of Bengal – East of Galle.** Charts 23 264 INT 71. FVSL Nadil 03 reported adrift with 05 crew since 24 Jul 15 in vicinity 05-56N 082-17E.
   1. Cancel this MSG 301000 UTC Jul 15.

526. **North Indian Ocean.** Charts 23 INT 71. FVSL Morning Star reported adrift with 06 crew since 25 Jul 15 in vicinity 01-49N 077-50E.
   2. Cancel this msg 301000 utc jul 15

527. **Arabian Sea – Bhavnagar.** Charts 21 2039 INT 71. MV Kanchan reported loss of anchor with cable 21-42.24N 072-20.82E.

528. **Cancel NAVAREA VIII 502. India East Coast – Bay of Bengal.** Charts 31 355 391 INT 706. Rig list correct at 271000 UTC Jul15
   **ABAN II** 16-39.14N 082-22.72E
   **ACTINIA** 16-14.51N 082-09.64E
   **DDKG-2** 16-27.70N 082-48.10E NEW
   **GSF-140** 16-20.01N 082-19.01E
   **NOBLE DUCHESS** 16-17.39N 082-10.29E
   **PLATINUM EXPLORER** 16-27.70N 082-27.00E
   **SAGAR RATNA** 16-22.73N 082-01.39E
   2. Wide berth requested.
5.3

529. Cancel NAVAREA VIII 423/14 and 521/15 and this MSG.

530. **Andaman Sea – off Car Nicobar.** Charts 41 407 472 INT 71. Firing practice by IAF scheduled from 30 Jul to 01 Aug 15 between 0330-0530, 0730-0930 UTC in area bounded by 09-09.3N 092-59.0E, 08-59.3N 092-59.0E, 09-09.3N 093-09.0E, 08-59.3n 093-09.0E.
1. Safe flying ht 5000m.
2. No vessel permitted in firing area.
3. Cancel this MSG 011030 UTC Aug 15.

531. **India East Coast – off Gopalpur.** Charts 31 352 353 391 3005 INT 706.
1. Army Air Defence Firing and BPTA flight scheduled from 022330-031730, 032330-041730, 042330-051730 and 192330-201730 UTC Jul 15.
2. Firing 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 42 NM radius joining point (b) and (c). Safe flying ht 6100 m.
3. BPTA flight in area bounded by 19-17.67N 084-55.21E, 19-10.75N 084-47.38E, 18-56.03N 084-52.64E, 19-12.33N 085-14.92E. Safe flying ht 1525 m.
4. No over flight and vessel permitted in danger area.
5. Cancel this MSG 211830 UTC Jul 15.

532. **India West Coast – Kochi.** Charts 22 32 220 256 260 2004 2029 2045 INT 71. Firing by Naval Coast Battery scheduled on

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<td>0900 to 1200 and 1230 to 1430</td>
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<td>18 Aug 15</td>
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<tr>
<td>21 Aug 15</td>
<td>0900 to 1200 and 1230 to 1430</td>
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<tr>
<td>25 Aug 15</td>
<td>0900 to 1200</td>
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</tbody>
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1. Firing 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.
2. Safe flying ht 10000 m.
3. No vessel permitted in danger area.
4. Cancel this MSG 251300 UTC Aug 15.

2. Army Air Defence Firing and BPTA flight scheduled from 022330-031730, 032330-041730, 042330-051730 and 192330-201730 UTC Aug 15.
3. Firing 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 42 NM radius joining point (b) AND (c). Safe flying ht 6100 m.
4. BPTA flight in area bounded by 19-17.67N 084-55.21E, 19-10.75N 084-47.38E, 18-56.03N 084-52.64E, 19-12.33N 085-14.92E. Safe flying ht 1525 m.
5. No over flight and vessels permitted in danger area.
6. Cancel this msg 201830 utc aug 15.

534. **India West Coast – NW of Calicut.** Charts 22 219. Capsized fishing boat with long fishing net adrift 11-33N 075-18E.
2. Cancel this MSG 011000 UTC Aug 15.

535. Cancel NAVAREA VIII 525/15 and this MSG.

536. **India West Coast – Mumbai.** Charts 21 211 INT 71. Cylindrical buoy of 04 m length adrift 19-05N 072-47.5E.
2. Cancel this MSG 021000 UTC Aug 15.

537. Cancel NAVAREA VIII 516/15 and this MSG.

538. **India East Coast – off Tamil Nadu.** Charts 32 3033 INT 71. Tug Ocean Melody towing unmanned MT Titan Vision from Karaikal port to Kattupalli from 30 Jul to 04 Aug 15.
2. Wide clearance requested.
3. Cancel this MSG 041830 UTC Aug 15.

1. Wide berth of 01 NM around vessel requested.
3. Cancel this MSG 101830 UTC Aug 15.
540. **Cancel NAVAREA VIII 528, India East Coast – Bay of Bengal.** Charts 31 355 391 INT 706. Rig list correct at 311000 UTC Jul15

- ABAN II 16-39.14N 082-22.72E
- DDKG-2 16-27.70N 082-48.10E
- GSF-140 16-20.01N 082-19.01E
- NOBLE DUCHESS 16-17.39N 082-10.29E
- PLATINUM EXPLORER 16-27.70N 082-27.00E
- SAGAR RATNA 16-22.73N 082-01.39E

2. Wide berth requested.

541. **NAVAREA VIII Warnings in Force as on 31 Jul 15**

- **2014 Series** – 398 614 676

  (a) Navarea VIII warning less than 42 days old promulgated via SafetyNet.
  (b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on [www.hydrobharat.nic.in](http://www.hydrobharat.nic.in).

2. Cancel this MSG 071000 UTC Aug 15.
6.1

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West coast of India Pilot (INP-1)
Chapter-4 (Page-166)
(Source: ROS G (N)-213, INS Nirdeshak)

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Veppalodai Anchorage
General information

Insert new article after article 4.205

Charts 2037
4.205A

1 Position
Veppalodai Anchorage (08°55’ N, 78°16.8’ E) is an open roadstead and offers some protection during fair weather season. The anchorage can be obtained about two miles SSE of Vilangu Shuli Island, in 9 m depth.

2 Topography
The coast in the area is low and sandy fringed with palm trees and small shrubs. Along the backshore lies vast expanse of salt pans. The Kariya Shuli, Vilangu Shuli and Koswari islands are low lying with small shrubs.

3 Berths/Anchorages
Small fishing jetty position (08°53.3’ N, 78°10.5’ E).
Good anchorage can be obtained 02 miles SSE of Vilangu Shuli Island in 9 m depth.

4 Depths
Many outlying shoals lie within 10 m contour. The Kariya Shuli, Vilangu Shuli and Koswari Islands are surrounded by coral reefs extending about 5-6 cables. It is recommended that vessels remain seaward of 10 m contour while passing Koswari Island. Smaller vessels with less than 3.5 m draught may pass between Kariya Shuli and Valinga Shuli during daytime. Seaward of 10 m contour lie Pearl Banks with numerous shoals with depth less than 10 m.

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Valinokkam Anchorage
General information

Charts 2037
4.205B

1 Position
(09° 09.5’ N, 78° 39.5’ E)

2 Topography
The coast in the area is low and sandy fringed with palm trees and small bushes. The creek north of Valinokkam extends well inshore and has numerous salt pans in the vicinity.

3 Port Limits
The port limits are approximately as follows:
West boundary; from shore, a line drawn S along the longitude 78°38.4’ E to 09°05.1’ N
South boundary; a line joining positions (09° 05.1’ N, 78° 38.4’ E) and (09° 05.1’ N, 78° 42.9’ E).
East boundary; from shore, a line drawn S, along Long (78°42.9’ E to 09° 5.1’ N).

4 Port authority
The port is under the control of Assistant Director of Fisheries, Ramnathpuram. No major jetty or berthing place is available. There is no port office / port control tower.

5 Useful marks
Ruined beacon (6 m in height) (09°09’N, 78°39’E) standing on Valinokkam point.
Water tower (09°09.8’N, 78°38.8’E) NW of Valinokkam point.
Mobile tower (09°11.7’N, 78°43.2’E) near Chinna Ervadi
Stranded wreck (09°11.0’N, 78°38.8’E) 2 ½ miles NNW of Valinokkam point.
DGPS corrections from DGLL station, Pandian Thivu are constantly available off Valinokkam.

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Chapter-4 (Page-166)
(Source:ROS G(N)-212,INS Jamuna)
6 Anchorages

There are anchorages 2 ½ miles S and 2 miles of NE of Valinokkam Point.

7 Caution

Adangerous underwater rock lies 7 cables WSW of the anchorage.

8 Directions

The anchorage South of Valinokkam point can be approached from SE between Pearl Banks and Anaipar Island keeping clear of 10 m contour.

Anchorage NE of Valinokkam point is recommended only for small crafts due to shallow depth between Valinokkam point and Anaipar Island. Anchorages afford good protection from sea, however caution is required during high winds and bad weather due to vicinity of land.

9 Depths

Many outlying shoals within 10 m contour. Seaward of 10 m contour lie Pearl Banks with least charted depths of 7.7 m.

4 Description. Kori Creek is about 05 mile wide at the entrance and several sand banks exist at the mouth. The clear passage into the creek leads NE thereafter NNE between off lying sandbanks on one side and low lying swamps on the other.

5 Depths. After crossing the bar, depth increases gradually as the creek goes inshore and further deepens up to 25 m in the channel. The navigable channel is about 1.5 NM wide, whence the width of the channel reduces to 01 NM and subsequently gets divided by sand banks. After division, the eastern arm is called Koteswar channel, which further leads to Koteshwar jetty. Jetty at Koteswar is very old and not suitable for even small vessels due to strong current in the area.

6 Tidal streams. In the estuary of Kori Creek tidal streams are strong, attaining a rate of 5 kn at springs and 3 kn at neaps. The incoming stream sets up the channel of the creek until about 1½ hour before high water when it sweeps over the sandbanks in the entrance; the in-going stream also sets into the bay N of Kori Creek. The out-going stream sets SW and S.

7 Approach aspect. When a vessel is in depths of more than 5 m off Kori Creek (i.e. at the seaward mouth) the low land, being about 10 miles, is generally not seen except in the clearest weather when low hills may be visible. The coast is devoid of any useful mark/habitation.


9 Navigational Aids.

Koteshwar Light (23°40’.54N, 68°31’.6E) (White RCC tower black bands, 60 m in height), exhibits 8 cables S from Koteshwar temple.

1 General information. Kori Creek (23° 30’ N, 68° 20’ E), now one of the outlets of the Rann of Kachchh, was once one of the mouths of the Indus River. The creek has shallow bar at the entrance, after which depth steadily increases. Small crafts can navigate the creek as far as Lakhat, 28 miles inshore. An old jetty exists inside the creek at Koteshwar.

2 Caution. The channel and banks are liable to constant changes. The shallow patch with least depth of 0.5 m exists close NW of the navigable channel. Dense fishing may be encountered in the area.

3 Local knowledge of the area is necessary before closing and entering Kori Creek.
Koteshwar Lighthouse
(Photo Courtesy: INS Jamuna)

Bay of Bengal Pilot (INP-2)
Chapter-2 (Page – 128), Inner Harbour
Northern Arm – West side table
(Source: Visakhapatnam Port Trust)

Article 2.147, para 3 insert after ‘Oil Refinery Berth –2’

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### SECTION – VII

**CORRECTIONS TO LIST OF LIGHTS**

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<th>Position (Lat-Long)</th>
<th>Characteristics</th>
<th>Ht. mts</th>
<th>Range miles</th>
<th>Structure &amp; Height (mts)</th>
<th>Remarks</th>
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<td>Fl W 10s</td>
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<td>19</td>
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SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

**INP 31(1), 2014**
(Last correction: Edition No. 08 dated 16 Apr 2015)
NIL

**INP 31(2), 2014**
(Last correction: Edition No. 14 dated 01 Jun 2015)
NIL

**INP 31(5), 2011**
(Last correction: Edition No. 11 dated 01 Jun 2015)
NIL

**INP 31(6), 2012**
(Last correction: Edition No. 11 dated 01 Jun 2015)
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. ENC s. 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.
<table>
<thead>
<tr>
<th>Date</th>
<th>Ref. Number</th>
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<tbody>
<tr>
<td>Name of the Ship or Sender</td>
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<tr>
<td>Address</td>
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<tr>
<td>Tel/FAX/E-mail address</td>
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<td>Observation Date</td>
<td>Time (UTC/IST)</td>
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<td>Object of Changes Observed (Tick appropriate)</td>
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<td>Bathymetry</td>
<td>Nav. Dangers</td>
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<td>Others</td>
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<tr>
<td>Geographical Position (See Instructions Overleaf)</td>
<td>Latitude</td>
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<td>Longitude</td>
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<td>Position Method</td>
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<tr>
<td>Charts Affected</td>
<td>Edition</td>
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<tr>
<td>Latest Edition of Indian Notices to Mariners Held</td>
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<td>ENCs Affected</td>
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<td>Limitations if any in Reporting the Changes Above</td>
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<tr>
<td>Details of Documents/Photos attached:</td>
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<td>Signature of the Master/Reporter/Observer</td>
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<tr>
<td><strong>HYDROGRAPHIC NOTE FOR PORT INFORMATION</strong></td>
<td><strong>IH.102A</strong></td>
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<tr>
<td><strong>(To accompany Form IH.102)</strong></td>
<td><strong>(Revised 2012)</strong></td>
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<tr>
<td>Tel/Fax/E-mail</td>
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### 1. NAME OF PORT

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<th>Location</th>
<th>Latitude</th>
<th>Longitude</th>
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### 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

<table>
<thead>
<tr>
<th>Type / Purpose</th>
<th>Minimum depth at anchorage</th>
<th>Shelter afforded</th>
<th>Holding ground</th>
<th>Recommended pilotage to the anchorage</th>
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### 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
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<th>14. <strong>RESCUE &amp; DISTRESS</strong></th>
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<td>Fuel (Type, Quantities &amp; Method of delivery)</td>
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<td>Fresh water (Method of delivery and Rate of supply)</td>
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<td>Provisions</td>
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<td>Chart agents</td>
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<td>Nearest airport or airfield</td>
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<tr>
<td>Port Radio and Information Service (Frequencies and Operating Hours)</td>
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<td>Information and facilities for small craft, yachts visiting the port</td>
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<td>Information Kiosk (Location)</td>
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<td>Foreign Exchange firms / Banks (Within / Near Port Area)</td>
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<td>Places of interest near port</td>
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<td>Any other information considered to be useful for the mariners</td>
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| **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