INDIAN NOTICES TO MARINERS

EDITION NO. 17 DATED 01 SEP 2017
(CONTAINS NOTICES 123 TO 128)

REACH US 24 x 7

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

FEEDBACK: msis-inho@navy.gov.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 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.
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 over loading 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, ENCs AND PUBLICATION

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

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Date of Publication</th>
<th>Title, Limits &amp; Description</th>
<th>Scale</th>
<th>Folio</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>30-06-2017</td>
<td>BADAGARA ANCHORAGE LIMITS</td>
<td>25,000</td>
<td>3</td>
<td>Rs. 1870.00</td>
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<tr>
<td></td>
<td></td>
<td>11° 31’.40N; 75° 29’.20E.</td>
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<tr>
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<td>11° 38’.50N; 75° 38’.00E.</td>
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<td></td>
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<td>2003</td>
<td>30-06-2017</td>
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<td>25,000</td>
<td>3</td>
<td>Rs. 1870.00</td>
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<tr>
<td></td>
<td></td>
<td>12° 25’.40N; 74° 51’.90E.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>12° 32’.00N; 75° 00’.70E.</td>
<td></td>
<td></td>
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<tr>
<td>2077</td>
<td>15-07-2017</td>
<td>HARNAI ANCHORAGE LIMITS</td>
<td>30,000</td>
<td>3</td>
<td>Rs. 1870.00</td>
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<tr>
<td></td>
<td></td>
<td>17° 45’.80N; 72° 57’.00E.</td>
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<tr>
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<td>17° 53’.00N; 73° 07’.80E.</td>
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<tr>
<td>2550</td>
<td>31-03-2017</td>
<td>REVDANDA PORT LIMITS</td>
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<td>Rs. 1870.00</td>
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<td>18° 27’.40N; 72° 45’.40E.</td>
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<td>18° 35’.90N; 72° 56’.20E.</td>
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<td></td>
</tr>
<tr>
<td>2555</td>
<td>15-06-2017</td>
<td>PORT VICTORIA LIMITS</td>
<td>7,500</td>
<td>1</td>
<td>Rs. 1870.00</td>
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<tr>
<td></td>
<td></td>
<td>04° 38’.00S; 55° 27’.00E.</td>
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</tr>
<tr>
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<td></td>
<td>04° 36’.12S; 55° 29’.05E.</td>
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<tr>
<td>2555</td>
<td>15-06-2017</td>
<td>APPROACHES TO ALDABRA ISLAND LIMITS</td>
<td>37,500</td>
<td>1</td>
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<tr>
<td></td>
<td></td>
<td>09° 30’.50S; 46° 09’.50E.</td>
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<tr>
<td></td>
<td></td>
<td>09° 17’.50S; 46° 19’.00E.</td>
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</tr>
</tbody>
</table>

2. The new edition Indian Charts that are available for mariners in the market are as follows:

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Date of Publication</th>
<th>Title, Limits &amp; Description</th>
<th>Scale</th>
<th>Folio</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>2046</td>
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<td></td>
<td>15° 47’.50N; 73° 30’.40E.</td>
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<tr>
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<td></td>
<td>15° 54’.00N; 73° 39’.30E.</td>
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<tr>
<td>2051</td>
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<td>3</td>
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<tr>
<td>(INT 7333)</td>
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<td>15° 40’.90N; 73° 33’.40E.</td>
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<tr>
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<td></td>
<td>15° 47’.83N; 73° 42’.30E.</td>
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<tr>
<td>2514</td>
<td>15-06-2017</td>
<td>SALAYA HARBOUR LIMITS</td>
<td>25,000</td>
<td>2</td>
<td>Rs. 1870.00</td>
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<td>(INT 7739)</td>
<td></td>
<td>22° 20’.60N; 69° 31’.10E.</td>
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<tr>
<td></td>
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<td>22° 33’.50N; 69° 40’.50E.</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>2046</td>
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<td>APPROACHES TO PORT LOUIS LIMITS</td>
<td>37,500</td>
<td>1</td>
<td>Rs. 1870.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>20° 13’.16S; 57° 21’.00E.</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>20° 00’.04S; 57° 33’.00E.</td>
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<td></td>
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<tr>
<td>2514</td>
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<td>1</td>
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<tr>
<td>(INT 7739)</td>
<td></td>
<td>20° 10’.75S; 57° 27’.60E.</td>
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<tr>
<td></td>
<td></td>
<td>20° 06’.35S; 57° 30’.70E.</td>
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</table>
3. The Indian Charts permanently withdrawn are as follows:

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Date of Publication</th>
<th>Title</th>
<th>On Publication of New Chart/Edition</th>
<th>Date of Publication</th>
</tr>
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<tbody>
<tr>
<td>2003</td>
<td>30-11-2012</td>
<td>BADAGARA ANCHORAGE</td>
<td>2003</td>
<td>30-06-2017</td>
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<tr>
<td>2025 (KASARAGOD ANCHORAGE)</td>
<td>31-12-2003</td>
<td>KASARAGOD ANCHORAGE</td>
<td>2025 (INT 7333)</td>
<td>30-06-2017</td>
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<td>2046</td>
<td>31-10-2013</td>
<td>VENGURLA ANCHORAGE</td>
<td>2046</td>
<td>30-04-2017</td>
</tr>
<tr>
<td>2051 (INT 7333)</td>
<td>31-03-2015</td>
<td>SALAYA HARBOUR</td>
<td>2051 (INT 7333)</td>
<td>30-06-2017</td>
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<tr>
<td>2077</td>
<td>31-07-2013</td>
<td>HARNAI ANCHORAGE</td>
<td>2077</td>
<td>15-07-2017</td>
</tr>
<tr>
<td>2026 (REVDANDA PORT ONLY))</td>
<td>30-09-2010</td>
<td>REVDANDA PORT</td>
<td>2026 (INT 7739)</td>
<td>15-06-2017</td>
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<td>2514 (INT 7739)</td>
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<td>APPROACHES TO PORT LOUIS</td>
<td>2514 (INT 7739)</td>
<td>15-06-2017</td>
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<tr>
<td>2515</td>
<td>31-01-2015</td>
<td>PORT VICTORIA</td>
<td>2515</td>
<td>31-03-2017</td>
</tr>
<tr>
<td>2522</td>
<td>15-08-2015</td>
<td>APPROACHES TO ALDABRA ISLAND</td>
<td>2522</td>
<td>15-06-2017</td>
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</table>

4. The new Indian Electronic Navigational Charts that are available for mariners in the market are as follows:

<table>
<thead>
<tr>
<th>ENC Cell Name</th>
<th>Chart No.</th>
<th>Title</th>
<th>Issue Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>IN52077A</td>
<td>2077</td>
<td>HARNAI ANCHORAGE</td>
<td>10-08-2017</td>
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<tr>
<td>IN52077R</td>
<td>2077</td>
<td>REVDANDA PORT</td>
<td>10-08-2017</td>
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<tr>
<td>IN52003K</td>
<td>2003</td>
<td>KASARAGOD ANCHORAGE</td>
<td>11-08-2017</td>
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<td>IN52003D</td>
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<td>IN62550P</td>
<td>2550</td>
<td>PORT VICTORIA</td>
<td>24-08-2017</td>
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5. The new edition Indian Electronic Navigational Chart that is available for mariners in the market is as follows:

<table>
<thead>
<tr>
<th>ENC Cell Name</th>
<th>Chart No.</th>
<th>Title</th>
<th>Issue Date</th>
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</thead>
<tbody>
<tr>
<td>IN52051A</td>
<td>2051</td>
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<td>09-08-2017</td>
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</table>

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

<table>
<thead>
<tr>
<th>ENC Cell Name</th>
<th>Chart No.</th>
<th>Title</th>
<th>Issue Date</th>
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<tbody>
<tr>
<td>IN52025K</td>
<td>2025</td>
<td>KASARAGOD ANCHORAGE</td>
<td>31-07-2005</td>
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<td>IN52026R</td>
<td>2026</td>
<td>REVDANDA PORT</td>
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<td>IN52077I</td>
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<td>HARNAI ANCHORAGE</td>
<td>29-10-2013</td>
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<td>IN52051A</td>
<td>2051</td>
<td>SALAYA HARBOUR</td>
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</tbody>
</table>
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>301</td>
<td>APPROACHES TO HUGLI RIVER</td>
<td>1,50,000</td>
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<tr>
<td>351 INT 7419</td>
<td>PARADIP TO PUSSUR RIVER</td>
<td>3,00,000</td>
<td>New Chart</td>
</tr>
<tr>
<td>2081</td>
<td>APPROACHES TO PORTS FROM DIU TO PIPAVAV</td>
<td>75,000</td>
<td>New Chart</td>
</tr>
<tr>
<td>2353</td>
<td>APPROACHES TO KARWAR AND BELEKERI</td>
<td>50,000</td>
<td>New Chart</td>
</tr>
<tr>
<td>2354</td>
<td>APPROACHES TO TADRI</td>
<td>50,000</td>
<td>New Chart</td>
</tr>
<tr>
<td>2355</td>
<td>APPROACHES TO HONAVAR</td>
<td>50,000</td>
<td>New Chart</td>
</tr>
<tr>
<td>2356</td>
<td>APPROACHES TO SHIRALI AND BHATKAL</td>
<td>50,000</td>
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<tr>
<td>2357</td>
<td>APPROACHES TO KUNDAPUR</td>
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<td>New Chart</td>
</tr>
<tr>
<td>2358</td>
<td>APPROACHES TO HANGARKATTA &amp; MALPE</td>
<td>50,000</td>
<td>New Chart</td>
</tr>
<tr>
<td>2359 INT 7350</td>
<td>APPROACHES TO PORT OF NEW MANGALORE</td>
<td>50,000</td>
<td>New Chart</td>
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<tr>
<td>3006 INT 7423</td>
<td>HUGLI RIVER: KUKRAHATI REACH TO ROYAPUR CROSSING</td>
<td>37,500</td>
<td>New Chart</td>
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<tr>
<td></td>
<td>ROYAPUR CROSSING TO CALCUTTA DOCKS</td>
<td>37,500</td>
<td></td>
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<tr>
<td></td>
<td>CALCUTTA DOCKS</td>
<td>17,500</td>
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</tr>
<tr>
<td>3011 INT 7421</td>
<td>HUGLI RIVER – GASPER CHANNEL TO HALDIA</td>
<td>75,000</td>
<td>New Chart</td>
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<tr>
<td>3028 INT 7404</td>
<td>KAMARAJAR PORT</td>
<td>12,500</td>
<td>New Edition</td>
</tr>
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<td>3039</td>
<td>KATTUPALLI PORT</td>
<td>12,500</td>
<td>New Edition</td>
</tr>
<tr>
<td>4104</td>
<td>APPROACHES TO PORT MEADOWS &amp; KOTARA ANCHORAGE</td>
<td>25,000</td>
<td>New Chart</td>
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<tr>
<td>4177</td>
<td>TILLANCHANG ISLAND</td>
<td>25,000</td>
<td>New Edition</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 worldwide 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
Web site: www.hydro.gov.uk

**C-MAP Norway AS**
Nyaskaiveien 2, 4379 Egersund, Norway
Ph: +47 51 464700, +91 2262233326
Mob: +91 9820238542
Fax: +47 51 464701, +91 2267939504
Email: enc@c-map.com, info@c-map.co.no
Website: www.c-map.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

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Web: www.iictechnologies.com
SECTION – I

The list of charts affected by the Notices 123 to 128 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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<tr>
<td>20</td>
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<tr>
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<td>2051 (INT 7333)</td>
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<td>2100 (INT 7344)</td>
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<td>8004</td>
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</table>
SECTION – II
PERMANENT NOTICES


Source: NHO, Dehradun.

Chart 2100 (INT 7344) [previous update 053/17]
Substitute $\rightarrow \rightarrow$ for $\rightarrow$

Insert Legend “see Note”


Source: Myanmar Hydrographic Centre.

Chart 4019 [previous update 114/17]
Move $\rightarrow$ Fl.R.3s from: 16° 37’·96N., 96° 15’·52E.
to: 16° 37’·28N., 96° 15’·35E.

*125(17/17)  IRAN, OMAN AND THE UNITED ARAB EMIRATES – Jask to Dubayy and Jazireh-Ye Qeshm – RACON.

Source: BA Notice 2099/17.

Chart 20 [previous update 098/17]
Insert $\bigcirc$ Racon (K) 25° 40’·40N., 55° 22’·00E.

Chart 289 [previous update 098/17]
Insert $\bigcirc$ Racon (K) 25° 40’·90N., 55° 22’·00E.

Chart 8004 [previous update 120/17]
Insert $\bigcirc$ Racon (K) 25° 40’·80N., 55° 21’·94E.
126 (17/17) BAY OF BENGALE AND ANDAMAN SEA – Coast of Burma – Hnget Tang Island to Bassein River – Submarine Cable.

Source: BA Notice 1698/17.

Chart 41 (INT 757) [previous update 115/17]
Insert submarine cable, joining:

16° 48´·80N., 94° 24´·40E. (shore)
16° 47´·70N., 94° 17´·00E.
16° 52´·80N., 94° 01´·20E.
and
06° 05´·50N., 97° 34´·80E.
06° 03´·00N., 97° 41´·60E.
(a) 06° 06´·40N., 98° 49´·90E.
06° 34´·80N., 99° 07´·90E.
06° 39´·50N., 99° 22´·20E.
06° 43´·10N., 99° 24´·10E.
06° 47´·30N., 99° 43´·70E.
06° 50´·30N., 99° 44´·60E. (shore)
and
(a) above
05° 45´·80N., 100° 02´·30E.
05° 29´·50N., 100° 22´·90E. (shore)

Chart 31 (INT 756) [previous update 118/18]
Insert submarine cable, joining:

16° 48´·80N., 94° 24´·40E. (shore)
16° 47´·70N., 94° 17´·00E.
16° 52´·80N., 94° 01´·20E.

Chart 371 [previous update 118/17]
Insert submarine cable, joining:

16° 48´·80N., 94° 24´·400E. (shore)
16° 48´·20N., 94° 20´·90E.
16° 48´·30N., 94° 19´·10E.
16° 48´·00N., 94° 17´·40E.
16° 48´·40N., 94° 14´·70E.
16° 53´·20N., 94° 00´·50E.
16° 51´·30N., 94° 07´·00E.
19° 22´·00N., 94° 19´·40E.

Legend “Submarine Cable (see Note)”
Accompanying Note “SUBMARINE CABLE”

Chart 436 [previous update 087/16]
Insert submarine cable, joining:

05° 38´·25N., 100° 10´·30E.(N Border)
05° 38´·09N., 100° 13´·07E.
05° 35´·93N., 100° 13´·18E.
05° 31´·68N., 100° 19´·99E.
05° 29´·69N., 100° 22´·60E. (shore)
2.3

126 (17/17) BAY OF BENGAL AND ANDAMAN SEA – Coast of Burma – Hnget Tang Island to Bassein River – Submarine Cable. Continued.

Chart 435 [previous update 133/16]

Insert submarine cable, joining:

05° 39´·22N., 100° 11´·40E.
05° 38´·09N., 100° 13´·07E.
05° 35´·93N., 100° 13´·18E.
05° 31´·68N., 100° 19´·99E.
05° 29´·69N., 100° 22´·60E. (shore)

and

06° 35´·00N., 99° 08´·98E. (N Border)
06° 34´·57N., 99° 07´·94E.
06° 06´·52N., 98° 49´·67E.
06° 05´·70N., 98° 40´·50E. (N Border)

Chart 434 [previous update 073/16]

Insert submarine cable, joining:

06° 26´·00N., 99° 02´·34E.
06° 34´·93N., 99° 08´·18E.
06° 39´·46N., 99° 21´·79E.
06° 42´·88N., 99° 24´·06E.
06° 46´·34N., 99° 38´·39E.
06° 47´·10N., 99° 41´·53E.
06° 47´·38N., 99° 44´·02E.
06° 50´·67N., 99° 44´·68E. (shore)

Chart 325 [previous update 044/16]

Insert submarine cable, joining:

16° 48´·80N., 94° 24´·15E. (shore)
16° 48´·20N., 94° 20´·90E.
16° 48´·30N., 94° 19´·10E.
16° 48´·00N., 94° 17´·40E.
16° 48´·40N., 94° 14´·70E.
16° 53´·20N., 94° 00´·50E.
16° 50´·40N., 94° 10´·00E.

Legend “Submarine Cable (see Note)”

Accompanying Note “SUBMARINE CABLE”
<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Previous Updates</th>
<th>Details</th>
</tr>
</thead>
</table>
| 211       | 183/16           | Insert Chart No.2077 and Magenta limit as follows:  
|           |                  | 18° 27´·40N., 72° 45´·40E.  
|           |                  | 18° 35´·90N., 72° 45´·40E.  
|           |                  | 18° 35´·90N., 72° 56´·20E.  
|           |                  | 18° 27´·40N., 72° 56´·20E.  
|           |                  | 18° 27´·40N., 72° 45´·40E.  
|           |                  | Delete Chart No.2026 and Magenta limit as follows:  
|           |                  | 18° 27´·20N., 72° 45´·00E.  
|           |                  | 18° 35´·85N., 72° 45´·00E.  
|           |                  | 18° 35´·85N., 72° 56´·23E.  
|           |                  | 18° 27´·20N., 72° 56´·23E.  
|           |                  | 18° 27´·20N., 72° 45´·00E.  |
| 212       | 089/17           | Insert Chart No.2077 and Magenta limit as follows:  
|           |                  | 17° 45´·75N., 72° 57´·04E.  
|           |                  | 17° 52´·95N., 72° 57´·04E.  
|           |                  | 17° 52´·95N., 73° 07´·84E.  
|           |                  | 17° 45´·75N., 73° 07´·84E.  
|           |                  | 17° 45´·75N., 72° 57´·04E.  
|           |                  | Delete Chart No.2077 and Magenta limit as follows:  
|           |                  | 17° 45´·65N., 72° 56´·96E.  
|           |                  | 17° 53´·35N., 72° 56´·96E.  
|           |                  | 17° 53´·35N., 73° 07´·75E.  
|           |                  | 17° 45´·65N., 73° 07´·75E.  
|           |                  | 17° 45´·65N., 72° 56´·96E.  |
| 217       | 113/17           | Insert Chart No.2003 and Magenta limit as follows:  
|           |                  | 12° 25´·33N., 74° 51´·95E.  
|           |                  | 12° 31´·93N., 74° 51´·95E.  
|           |                  | 12° 31´·93N., 75° 00´·75E.  
|           |                  | 12° 25´·33N., 75° 00´·75E.  
|           |                  | 12° 25´·33N., 74° 51´·95E.  
|           |                  | Delete Chart No.2025 and Magenta limit as follows:  
|           |                  | 12° 25´·47N., 74° 51´·79E.  
|           |                  | 12° 32´·07N., 74° 51´·79E.  
|           |                  | 12° 32´·07N., 75° 00´·65E.  
|           |                  | 12° 25´·47N., 75° 00´·65E.  
|           |                  | 12° 25´·47N., 74° 51´·79E.  |
| 219       | 081/15           | Insert Chart No.2003 and Magenta limit as follows:  
|           |                  | 11° 31´·32N., 75° 29´·25E.  
|           |                  | 11° 38´·42N., 75° 29´·25E.  
|           |                  | 11° 38´·42N., 75° 38´·05E.  
|           |                  | 11° 31´·32N., 75° 38´·05E.  
|           |                  | 11° 31´·32N., 75° 29´·25E.  
|           |                  | Delete Chart No.2003 and Magenta limit as follows:  
|           |                  | 11° 31´·48N., 75° 29´·14E.  
|           |                  | 11° 38´·63N., 75° 29´·14E.  
|           |                  | 11° 38´·63N., 75° 37´·95E.  
|           |                  | 11° 31´·48N., 75° 37´·95E.  
|           |                  | 11° 31´·48N., 75° 29´·14E.  
|           |                  | Insert Chart No.2119 and Magenta limit as follows:  
|           |                  | 11° 06´·32N., 75° 42´·45E.  
|           |                  | 11° 12´·52N., 75° 42´·45E.  
|           |                  | 11° 12´·52N., 75° 51´·25E.  
|           |                  | 11° 06´·32N., 75° 51´·25E.  
|           |                  | 11° 06´·32N., 75° 42´·45E.  |
## Miscellaneous updates to charts. Continued.

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| 219   | 081/15           | Delete Chart No.2003 and Magenta limit as follows:  
|       |                  | 11° 06´·48N., 75° 42´·35E.  
|       |                  | 11° 12´·68N., 75° 42´·35E.  
|       |                  | 11° 12´·68N., 75° 51´·15E.  
|       |                  | 11° 06´·48N., 75° 51´·15E.  
|       |                  | 11° 06´·48N., 75° 42´·35E.  

| 2053  | 081/15           | Insert Chart No.2119 and Magenta limit as follows:  
|       |                  | 11° 06´·40N., 75° 42´·40E.  
|       |                  | 11° 12´·60N., 75° 42´·40E.  
|       |                  | 11° 12´·60N., 75° 48´·40E. (W Border)  
|       |                  | 11° 06´·40N., 75° 48´·40E. (W Border)  
|       |                  | 11° 06´·40N., 75° 42´·40E.  

|       |                  | Delete Chart No.2003 and Magenta limit as follows:  
|       |                  | 11° 06´·40N., 75° 42´·40E.  
|       |                  | 11° 12´·40N., 75° 42´·40E.  
|       |                  | 11° 12´·40N., 75° 48´·40E. (W Border)  
|       |                  | 11° 06´·40N., 75° 48´·40E. (W Border)  
|       |                  | 11° 06´·40N., 75° 42´·40E.  

## Miscellaneous updates to charts. (17/17)

Source: NHO Dehradun.

<table>
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<tr>
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</table>
| 202   | 094/17           | For reprint chart 202 (227.17)  
|       |                  | Amend: [\[\]]  
|       |                  | in position; 23° 09´·05N., 68° 28´·59E.  
|       |                  | 23° 08´·62N., 68° 29´·00E.  
|       |                  | To; [\[\]]  
| 3010  | 049/17           | For reprint chart 3010 (INT 7418) (227.17)  
| (INT 7418) |                  | Paradip Anchorage, North Border  
|       |                  | For: longitude 20° 42´  
|       |                  | Read: longitude 86° 42´  
|       |                  | For: Notice to Mariners 2016-174-2017-049  
|       |                  | Read: Notice to Mariners 2016-151-174-2017-049  
| 3012  | 061/17           | For reprint chart 3012 (INT 7411) (227.17)  
| (INT 7411) |                  | Amend; [\[\]]  
|       |                  | in position; 17° 39´·69N., 83° 18´·18E.  
|       |                  | To; [\[\]]  
|       |                  | Amend; [\[\]]  
|       |                  | in position; 17° 40´·15N., 83° 18´·15E.  
|       |                  | To; [\[\]]  
| (INT 7333) |                  | Read: Notice to Mariners 2016-086-171-2017-061  
|       |                  | INM 116 (16/17) to read as follows:  
|       |                  | Read: previous update as 207/16 |
SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

NIL
SECTION – IV
MARINE INFORMATION

1. NAVTEX TRANSMISSION

Status of MSI Promulgation by NAVTEX Stations is as follows:-
Mauritius (Cassis) - Operational
Seychelles (Mahe) - Operational

Following new Navtex stations along the Indian coast are operating on trial basis:-

<table>
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<tr>
<th>Sl.</th>
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<td>(f)</td>
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<td>S</td>
<td>0300 0700 1100 1500 1900 2300</td>
</tr>
<tr>
<td>(g)</td>
<td>Keating Point</td>
<td>V</td>
<td>0330 0730 1130 1530 1930 2330</td>
</tr>
</tbody>
</table>

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 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.

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.
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 PRN127& 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 to 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.
**List of Indian Chart Agents**

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Address</th>
<th>Contact Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OSA Books and Periodicals</strong></td>
<td>R-246, Greater Kailash – I, New Delhi 110 048</td>
<td>Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a></td>
</tr>
<tr>
<td><strong>M/s VDO Marine Instruments</strong></td>
<td>Shanghai Building, PO Bag No – 645, 45/271, Corner of Bristow &amp; Naval Road, Willingdon Island, Kochi – 682 003</td>
<td>Tel: +91 484 2667157 Fax: +91 484 2667121 Email: <a href="mailto:atmain@md4.vsnl.net.in">atmain@md4.vsnl.net.in</a></td>
</tr>
<tr>
<td><strong>M/s Global Charts &amp; Nav. Aids Pvt. Limited</strong></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>
</tr>
<tr>
<td><strong>E.W.Liner Charts &amp; Publication (India)</strong></td>
<td>2/524, Sandeep Road, Chinnia Neelangarai, Chennai - 600041</td>
<td>Tel: +91-44-24940968 Fax: +91-44-2491668 Mob No: +91-9003245348 Email: <a href="mailto:ewl-india@ewliner.com">ewl-india@ewliner.com</a> Web: <a href="http://www.ewliner.com">www.ewliner.com</a></td>
</tr>
<tr>
<td><strong>M/s C &amp; C Marine Combine</strong></td>
<td>25 Bank Street, 1st Floor, Fort Mumbai - 400 023</td>
<td>Tel: 91-22-22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: <a href="mailto:vijay@ccmarine.in">vijay@ccmarine.in</a></td>
</tr>
<tr>
<td><strong>Gujarat Pipavav Port Limited</strong></td>
<td>PO – Ucchaiya, Dist – Amereli, Gujarat – 365 560</td>
<td>Tel: +91-2794302400 Fax: 302413 (Only for Pipavav Port Chart)</td>
</tr>
<tr>
<td><strong>M/s SRV Chart Agencies</strong></td>
<td>Door No.50-81-48/4, Seetammapeta, Visakhapatnam – 530 016 Tel/ Fax: 0891-2799471, Cell: +91-9849120988, 988579733 Email: <a href="mailto:mahalakshmitravels99@gmail.com">mahalakshmitravels99@gmail.com</a> <a href="mailto:mahalakshmitravels@hotmail.com">mahalakshmitravels@hotmail.com</a></td>
<td></td>
</tr>
<tr>
<td><strong>SMS Marine Private Ltd.</strong></td>
<td>505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: 022-6510 3668, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: <a href="mailto:info@smsmarine.co.in">info@smsmarine.co.in</a> <a href="mailto:raj_chakravorty@yahoo.com">raj_chakravorty@yahoo.com</a> Web: <a href="http://www.smsmarine.co.in">www.smsmarine.co.in</a></td>
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</tr>
<tr>
<td><strong>M/s JM Maritime Services</strong></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:jmvms@mtnl.net.in">jmvms@mtnl.net.in</a> , <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a></td>
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<tr>
<td><strong>L. R. Marine Services</strong></td>
<td>301, 3rd Floor, Birya House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535 Cell No: +91 8108926880/ +91 98214 60258 Email: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a>, <a href="mailto:lrmarine@live.com">lrmarine@live.com</a></td>
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<tr>
<td><strong>M/s Lift o Marine</strong></td>
<td>Allen’s Mansion, Flat C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: sankar@lifتوفرmarine.org Web: <a href="http://www.lif%D8%AA%D9%88%D9%81%D8%B1marine.org">www.lifتوفرmarine.org</a></td>
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<tr>
<td><strong>M/s Engineering Logistics Executive Multi Services</strong></td>
<td>Elems Charts, 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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</tr>
<tr>
<td><strong>M/s Zenith Surveys (I) Pvt. Ltd.</strong></td>
<td>Lakhani’s Plam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: <a href="mailto:zenithsurveys703@gmail.com">zenithsurveys703@gmail.com</a> <a href="mailto:nyvmane@yahoo.com">nyvmane@yahoo.com</a> Web: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a></td>
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</tr>
<tr>
<td><strong>M/s IIC Technologies Limited</strong></td>
<td>8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 3914444 Fax: +91 40 3914445 Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a> <a href="mailto:sanjeev.sharma@iictechnologies.com">sanjeev.sharma@iictechnologies.com</a> Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></td>
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</tbody>
</table>
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 31 Aug 17:

<table>
<thead>
<tr>
<th>2016 SERIES</th>
<th>2017 SERIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>511, 514, 519, 529, 530, 532, 543, 555, 556, 557, 558, 573, 574, 575, 576, 578, 585, 586, 591, 594, 595, 596, 597, 598, 599</td>
<td></td>
</tr>
</tbody>
</table>

3. NAVAREA VIII Warnings issued during the period from 16 Aug to 31 Aug 17 (both dates inclusive) are as tabulated below:

| 557. | India East Coast – off Ravva ODA. Charts 32 355 INT 71. SV Samudra Sarvekshak progressing soil sampling in vicinity of 16-12.9N 081-38E,16-15N 081-40.2E, 16-13.4N 081-43.2E, 16-04.7N 081-37.9E, 16-20.2N 082-03.8E. Wide berth requested. |
| 558. | India East Coast – off Kakinada. Charts 32 355 INT 71. SV Samudra Ratnakar progressing survey in area bounded by 14-55.3N 082-25.8E, 15-28.2N 084-55.1E, 16-08.9N 084-17.7E, 15-08.4N 083-04.3E. Wide berth requested. |
| 559. | India East Coast - off Machilipatnam. Charts 31 32 355 391 INT 71. SV Fugro Mapper progressing survey in vicinity of 16-08.27N 081-34.42E and 16-22.42N 081-58.66E. Wide berth requested. |
| 560. | Cancel NAVAREA VIII MSG 513, 534, 548 and this MSG. INTM 16/17 notice no 118, 116 and section VII refers. |
| 562. | Andaman Sea – off Barren I. Charts 41 473 INT 71. Firing practice scheduled on 23 and 24 Aug 17 from 0430-0930 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-20E. |
| 563. | India West Coast – Okha. Charts 21 203 2068 INT 7. Firing by Naval Coast Battery scheduled on 23 Aug 17 from 0530-0730 UTC. |
| 564. | India East Coast – off Gopalpur. Charts 31 352 353 3005 INT 706. Indian Air Defence firing and BPTA Flight scheduled on 22,23,24,29,30,31 Aug 17 from 0130-0730 and 0830-1430 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 40 NM radius joining point B and C. |
| 2016 SERIES | 432, 464, 572, 644, 723 |
| 490, 493, 511, 514, 517, 518, 519, 521, 527, 529, 530, 532, 543, 552, 555, 556, 557, 558, 559, 561, 562, 563, 564, 565 |
| (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.gov.in |
| 2. Cancel this MSG 251000 UTC Aug 17. |

| 567. | Cancel NAVAREA VIII MSG 517 and this MSG. |
| 2. Cancel this MSG 220230 UTC Aug 17. |
| 570. | India East Coast- Chennai. Charts 31 301 351 INT 71. Firing by Naval Coast Battery scheduled on 25 Aug 17 from 0530 - 0730 UTC. |
570. Continued.
2. Danger sector extending upto 11 NM between bearing 045 and 075 from 13-07.02N 080-18.01E.
3. Cancel this MSG 250830 UTC Aug 17.

571. Cancel NAVAREA VIII MSG 375 and this MSG.

572. India East Coast – off Balasore. Charts 31 351 352 INT 71. Experimental flight trial scheduled from ITR on
(A) 26 Aug 17 from 0900 - 1100 UTC in danger zone bounded by 21-12.59N 086-46.14E, 20-05.31N 087-20.85E, 21-02.54N 082-22.29E, 21-35.58N 087-10.69E.
(B) 28, 29, 30, 31 Aug and 01, 02, 04 Sep 17 from 0530 - 0730 and 0900-1100 UTC in danger zone bounded by 21-12.59N 086-46.14E, 20-05.31N 087-20.85E, 21-02.54N 082-22.29E, 21-35.58N 087-10.69E.
2. Cancel this MSG 041200 UTC Sep 17.

573. India East Coast – off Balasore. Charts 31 351 352 INT 71. Experimental flight trial scheduled from ITR on
(A) 26 Aug 17 FROM 0900 - 1100 UTC in danger zone bounded by 21-12.59N 086-46.14E, 20-05.31N 087-20.85E, 21-02.54N 088-22.29E, 21-35.58N 087-10.69E.
(B) 28, 29, 30, 31 Aug and 01, 02, 04 Sep 17 from 0530 - 0730 and 0900-1100 UTC in danger zone bounded by 21-12.59N 086-46.14E, 20-05.31N 087-20.85E, 21-02.54N 088-22.29E, 21-35.58N 087-10.69E.
2. Cancel NAVAREA VIII MSG 572 and this MSG on 041200 UTC Sep 17.

574. Bay Of Bengal And Indian Ocean. Charts 32 33 41 313 356 391 INT 70 71. PSLV launch scheduled from 31 Aug – 02 Sep 17 between 1200 - 1600 UTC from 13-43.2N 080-13.8E.
2. Danger zone as follows:-
   ZONE -1: CIRCLE OF 10 NM AROUND LAUNCHER
   ZONE-3: 13-00N 082-10E, 13-30N 082-15E, 12-55N 084-05E, 12-25N 084-00E
   ZONE-4: 12-20N 084-05E, 13-00N 085-15E, 12-45N 085-10E, 12-05N 085-00E
   ZONE-6: 09-05N 094-50E, 09-55N 095-05E, 09-35N 096-00E, 08-45N 095-45E
   ZONE-7: 19-00S 134-00W, 17-00S 134-00W, 13-00S 112-00W, 07-30S
   090-00W, 09-30S 090-00W, 15-00S 112-00W
3. Cancel this MSG 021700 UTC Sep 17.

575. India East Coast. Charts 355 356 INT 706. Rig list:-
   ABAN ABRAHAM 16-11.4N 082-12.64E NEW
   ABAN II 16-31.58N 082-18.81E
   DS MATDRILL 16-15.66N 081-41.23E
   JACK BATES 16-27.43N 082-24.83E
   ESSAR WILDCAT 16-14.51N 082-09.64E
   SAGAR BHUSHAN 16-17.70N 082-11.23E
   SAGAR RATNA 15-14.63N 080-25.67E
   SAGAR VIJAY 16-28.32N 082-22.34E
2. Wide berth requested.
3. Cancel NAVAREA VIII MSG 552.


2. Cancel this MSG 241300 UTC Aug 17.

2. Cancel this MSG 010830 UTC Sep 17.

2. Cancel this MSG 101830 UTC Sep 17.

580. India West Coast – off Angria Bank. Charts 22 256 293 INT 71 705. Firing by Naval ships scheduled from 290430-1100 UTC Aug 17 in danger area bounded within 16-15N to 16-49N and 071-25E to 072-00E.
2. Cancel this MSG 291200 UTC Aug 17.

581. India West Coast – off Netran i. Charts 22 256 293 INT 71 705. Firing by Naval ships scheduled from 310030-0630 UTC Aug 17 in danger area bounded within 13-56.2N TO 14-07.2N and 074-13.6E TO 074-25.07E.
2. Cancel this MSG 310730 UTC Aug 17.


584. Cancel NAVAREA VIII MSG 566 and this MSG.

585. NAVAREA VIII warnings in force as on 24 Aug 17:-
<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME (UTC)</th>
<th>Chart No.</th>
<th>Details</th>
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<td>01 SEP 17</td>
<td>0900-1200 AND 1230-1430</td>
<td>23 32 33 INT 71</td>
<td>Firing by Naval Aircraft scheduled on 01 and 05 Sep 17 from 0430-0630 and 1000-1130 UTC in danger area bounded within 13-56N TO 14-07N and 074-13E to 074-25E.</td>
</tr>
<tr>
<td>05 SEP</td>
<td>0900-1200</td>
<td>23 32 33 INT 71</td>
<td>Firing by Naval Aircraft scheduled on 01 and 05 Sep 17 from 0430-0630 and 1000-1130 UTC in danger area bounded within 13-56N TO 14-07N and 074-13E to 074-25E.</td>
</tr>
<tr>
<td>08 SEP</td>
<td>0900-1200</td>
<td>23 32 33 INT 71</td>
<td>Firing by Naval Aircraft scheduled on 01 and 05 Sep 17 from 0430-0630 and 1000-1130 UTC in danger area bounded within 13-56N TO 14-07N and 074-13E to 074-25E.</td>
</tr>
<tr>
<td>12 SEP</td>
<td>0900-1200</td>
<td>23 32 33 INT 71</td>
<td>Firing by Naval Aircraft scheduled on 01 and 05 Sep 17 from 0430-0630 and 1000-1130 UTC in danger area bounded within 13-56N TO 14-07N and 074-13E to 074-25E.</td>
</tr>
<tr>
<td>15 SEP</td>
<td>0900-1200 AND 1230-1430</td>
<td>23 32 33 INT 71</td>
<td>Firing by Naval Aircraft scheduled on 01 and 05 Sep 17 from 0430-0630 and 1000-1130 UTC in danger area bounded within 13-56N TO 14-07N and 074-13E to 074-25E.</td>
</tr>
<tr>
<td>19 SEP</td>
<td>0900-1200</td>
<td>23 32 33 INT 71</td>
<td>Firing by Naval Aircraft scheduled on 01 and 05 Sep 17 from 0430-0630 and 1000-1130 UTC in danger area bounded within 13-56N TO 14-07N and 074-13E to 074-25E.</td>
</tr>
<tr>
<td>22 SEP</td>
<td>0900-1200</td>
<td>23 32 33 INT 71</td>
<td>Firing by Naval Aircraft scheduled on 01 and 05 Sep 17 from 0430-0630 and 1000-1130 UTC in danger area bounded within 13-56N TO 14-07N and 074-13E to 074-25E.</td>
</tr>
<tr>
<td>26 SEP</td>
<td>0900-1200</td>
<td>23 32 33 INT 71</td>
<td>Firing by Naval Aircraft scheduled on 01 and 05 Sep 17 from 0430-0630 and 1000-1130 UTC in danger area bounded within 13-56N TO 14-07N and 074-13E to 074-25E.</td>
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</tbody>
</table>

**India West Coast – off Pigeon I.** Charts 22 216 257 293 INT 71. Firing by Naval Aircraft scheduled on 01, 04 and 05 Sep 17 from 0430 – 0630 and 1000 – 1130 UTC in danger area bounded within 13-56N TO 14-07N and 074-13E to 074-25E.

**India West Coast – Kochi.** Charts 22 220 260 2029 INT 71. Firing by Naval unit scheduled on 01, 04 and 05 Sep 17 from 0430 – 0630 and 1000 – 1130 UTC in danger area bounded within 13-56N TO 14-07N and 074-13E to 074-25E.

**Bay Of Bengal – off Trincomalee.** Charts 359 3014 INT 71. Naval firing practice scheduled on 29 Aug from 1300-1330 UTC and 30 Aug 17 from 0445-0630 UTC in danger area bounded within 08-20N TO 08-30N and 081-40E.

**India West Coast – off Karwar.** Charts 22 257 293 INT 71. Firing by Naval ships scheduled on 03 Sep from 0800 - 1400 UTC and 09 Sep 17 from 0900-1430 UTC in danger area bounded within 14-08N to 14-40N and 072-42E to 073-15E.

**India West Coast – off Netrani Island.** Charts 22 256 293 INT 71. Firing By Naval ships scheduled on 04 Sep 17 from 0000 - 0700 UTC in danger area bounded within 13-56.2N to 14-07.2N and 074-13.6E to 074-25.07E.

**India East Coast – Central Bay Of Bengal.** Charts 31 32 354 INT 71. MGS Sagar will progress survey from 31 Aug in area bounded by 16-43.56N 087-17.58E, 15-50.15N 086-27.83E, 15-24.51N 085-50.40E, 16-34.70N 084-47.76E, 17-51.68N 086-06.13E. Wide berth requested.

**Andaman Sea – off Nicobar I.** Charts 33 34 35 INT 71. Seismic vessel Geo Hindsagar progressing survey in area bounded by 07-05.49N 091-03.06E, 09-54N 095-59.5E, 08-05.16N 095-58.91E, 05-33.25N 091-10.33E. Wide berth requested.

**NE Indian Ocean.** Chart INT 71. SLFV Yamuna reported adrift 04-46N 088-04E AT 301200 UTC Aug 17. Wide berth requested.
SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL
## SECTION – VII
### CORRECTIONS TO LIST OF LIGHTS

<table>
<thead>
<tr>
<th>No</th>
<th>Name &amp; Location</th>
<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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<tbody>
<tr>
<td>D6871</td>
<td>- Pointe Matoopa (Cape Ternay)</td>
<td>04 38.38S 55 22.02E</td>
<td>VQ(2)W10s</td>
<td>21</td>
<td>10</td>
<td>White concrete tower</td>
<td>W026°-221° (195°).</td>
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<tr>
<td>F0598</td>
<td>Vengurla Rocks</td>
<td>15 53.37N 73 27.75E</td>
<td>Fl(2)W 20s</td>
<td>49</td>
<td>26</td>
<td>White metal tower,</td>
<td>Fl 0.3, ec 4.7, fl 0.3, ec 14.7 2017</td>
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<td>red bands 20</td>
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<td>F1167</td>
<td>Ban Thap Lamu, Laem Ao Kham</td>
<td>08 35.19N 98 13.17E</td>
<td>Fl W 4s</td>
<td>70</td>
<td>15</td>
<td>White metal framework</td>
<td>Fl 0.5.</td>
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<td>F1223.4</td>
<td>- Katchall West Bay</td>
<td>07 55.60 N 93 19.50E</td>
<td>Fl(3)W15s</td>
<td>17</td>
<td>10</td>
<td>Black and White metal</td>
<td>Fra 0.5, ec 1 x 2, fl 0.5, ec 11.5 2017</td>
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<td>F1626</td>
<td>- Cape Rachado (Melaka)</td>
<td>02 24.44N 101 51.12E</td>
<td>Fl(3)W15s</td>
<td>118</td>
<td>23</td>
<td>White round concrete</td>
<td>Emergency light range 10M 2013</td>
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<td>F1627</td>
<td>Kuala Linggi, Outer Beacon</td>
<td>02 21.98N 101 57.24E</td>
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<td>5</td>
<td>White round concrete</td>
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<td>F1627.4</td>
<td>- Inner Beacon</td>
<td>02 23.53N 101 58.13E</td>
<td>Fl(2)G 10s</td>
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SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

**INP 31(1), 2014**
(Last correction: Edition No. 05 dated 01 Mar 2017)
NIL

**INP 31(2), 2014**
NIL

**INP 31(5), 2011**
(Last correction: Edition No. 01 dated 01 Jan 2017)
NIL

**INP 31(6), 2012**
NIL
SECTION – X
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. 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 memoire. 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.
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<tr>
<th>HYDROGRAPHIC NOTE</th>
<th>IH.102 (Revised 2012)</th>
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<tr>
<td>For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues</td>
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<table>
<thead>
<tr>
<th>Date</th>
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<table>
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<th>Observation Date</th>
<th>Time (UTC/IST)</th>
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<thead>
<tr>
<th>Object of Changes Observed (Tick appropriate)</th>
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<tbody>
<tr>
<td>Bathymetry</td>
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<tr>
<td>Designated Areas</td>
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<table>
<thead>
<tr>
<th>Geographical Position (See Instructions Overleaf)</th>
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</thead>
<tbody>
<tr>
<td>Latitude</td>
</tr>
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<tr>
<th>Position Method</th>
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<tr>
<td>DGPS</td>
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<tr>
<th>Datum Used</th>
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<tbody>
<tr>
<td>WGS84</td>
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<th>Charts Affected</th>
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<table>
<thead>
<tr>
<th>Latest Edition of Indian Notices to Mariners Held</th>
</tr>
</thead>
<tbody>
<tr>
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</table>

<table>
<thead>
<tr>
<th>Tracing/Plot/Photograph if enclosed</th>
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<tbody>
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<tr>
<th>ENCs Affected</th>
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<th>Latest Update Disk Held</th>
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<tr>
<th>Publication Affected</th>
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<td>Edition</td>
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<table>
<thead>
<tr>
<th>Page No./Light No. etc</th>
</tr>
</thead>
<tbody>
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<td></td>
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</table>

<table>
<thead>
<tr>
<th>Details:</th>
</tr>
</thead>
<tbody>
<tr>
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<table>
<thead>
<tr>
<th>Limitations if any in Reporting the Changes Above</th>
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<tbody>
<tr>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Details of Documents/Photos attached:</th>
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</thead>
<tbody>
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<table>
<thead>
<tr>
<th>Signature of the Master/Reporter/Observer</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>HYDROGRAPHIC NOTE FOR PORT INFORMATION</td>
</tr>
<tr>
<td>---------------------------------------</td>
</tr>
<tr>
<td><strong>Date</strong></td>
</tr>
<tr>
<td><strong>Name of the Ship or Sender</strong></td>
</tr>
<tr>
<td><strong>Address</strong></td>
</tr>
<tr>
<td><strong>Tel/Fax/E-mail</strong></td>
</tr>
</tbody>
</table>

1. **NAME OF PORT**

<table>
<thead>
<tr>
<th>Location</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
</table>

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>
</tr>
</thead>
</table>

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
<table>
<thead>
<tr>
<th>14. <strong>RESCUE &amp; DISTRESS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Salvage, Lifeboat, Life guards, etc</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>15. <strong>SUPPLIES</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel (Type, Quantities &amp; Method of delivery)</td>
</tr>
<tr>
<td>Fresh water (Method of delivery and Rate of supply)</td>
</tr>
<tr>
<td>Provisions</td>
</tr>
<tr>
<td>Chart agents</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>16. <strong>COMMUNICATIONS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Road, Rail and Air services available</td>
</tr>
<tr>
<td>Nearest airport or airfield</td>
</tr>
<tr>
<td>Port Radio and Information Service (Frequencies and Operating Hours)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>17. <strong>PORT AUTHORITY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Designation, Address, Telephone, E-mail Address and Website</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>18. <strong>SECURITY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Security of ports / International Ship and Port Facility Security (ISPS) compliance</td>
</tr>
<tr>
<td>Custom and Immigration Regulations in force</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>19. <strong>SMALL CRAFT FACILITIES</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Information and facilities for small craft, yachts visiting the port</td>
</tr>
<tr>
<td>Yacht clubs, berths etc</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>20. <strong>SHORT LEAVE</strong></th>
</tr>
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<table>
<thead>
<tr>
<th>21. <strong>CLUBS RECREATION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Kiosk (Location)</td>
</tr>
<tr>
<td>Foreign Exchange firms / Banks (Within / Near Port Area)</td>
</tr>
<tr>
<td>Places of interest near port</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>22. <strong>VIEWS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Photographs(Duly annotated) of the approaches, leading marks, the entrance to the harbour etc.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>23. <strong>ADDITIONAL DETAILS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Any other information considered to be useful for the mariners</td>
</tr>
</tbody>
</table>

| **SIGNATURE OF THE OBSERVER / REPORTER / MASTER** |
To accompany Indian Notice to Mariners 123/17
Chart 2100 (INT 7344)
ENTRY TO PIPAVAV PORT
The arrows depict the direction for inbound or outbound traffic. Inbound/Outbound traffic to Pipavav Port are to adhere to the designated channels when entering/leaving this port.

To accompany Indian Notice to Mariners 126/17
Chart 371
SUMARINE CABLE
Mariners are advised not to anchor or trawl in the vicinity of submarine cable.

To accompany Indian Notice to Mariners 126/17
Chart 325
SUMARINE CABLE
Mariners are advised not to anchor or trawl in the vicinity of submarine cable.
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