

# INDIAN NOTICES TO MARINERS



EDITION NO. 20 DATED 16 OCT 2017

(CONTAINS NOTICES 143 TO 149)

REACH US 24 x 7



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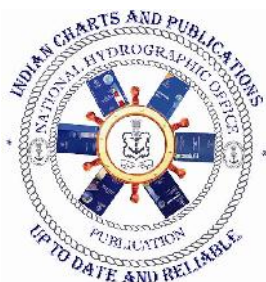
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## CONTENTS

Section No.	Title
I	List of Charts Affected
II	Permanent Notices
III	Temporary and Preliminary Notices
IV	Marine Information
V	NAVAREA VIII Warnings in force
VI	Corrections to Sailing Directions
VII	Corrections to List of Lights
VIII	Corrections to List of Radio Signals
IX	Reporting of Navigational Dangers

(PUBLISHED ON NHO WEBSITE ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

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



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## II

### MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer  
to the Government of India**

### **WARNING AGAINST USE OF COUNTERFEIT PRODUCTS**

**All mariners are cautioned against the use of counterfeit copies of IN Charts and publications. Navigational Charts produced after 31 Oct 14 carry NHO crest as watermark on the reverse with backslip. Chart Agent's stamp is mandatory on all Charts.**

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

**Mariners are strongly advised not to use or encourage the use of counterfeit charts and publications. Failure to comply with the warning may invite legal action.**

### III

## **EXPLANATORY NOTES**

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

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

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2081 (INT 7342)	31-07-2017	APPROACHES TO PORTS FROM DIU TO PIPAVAV <u>LIMITS</u> 20° 32'.70N; 70° 47'.05E. 20° 58'.70N; 71° 32'.85E.	75,000	2	Rs. 1870.00
		DIU & NAWABANDAR ANCHORAGES <u>LIMITS</u> 20° 40'.00N; 70° 56'.00E. 20° 46'.00N; 71° 09'.60E.	50,000		
2353	31-07-2017	APPROACHES TO KARWAR & BELEKERI <u>LIMITS</u> 14° 37'.40N; 73° 50'.70E. 14° 55'.20N; 74° 18'.00E.	50,000	3	Rs. 1870.00
2354	31-07-2017	APPROACHES TO TADRI <u>LIMITS</u> 14° 23'.00N; 73° 58'.20E. 14° 40'.60N; 74° 25'.50E.	50,000	3	Rs. 1870.00
2355	31-07-2017	APPROACHES TO HONAVAR <u>LIMITS</u> 14° 08'.50N; 74° 02'.30E. 14° 26'.00N; 74° 29'.50E.	50,000	3	Rs. 1870.00
2356	31-07-2017	APPROACHES TO SHIRALI & BHATKAL <u>LIMITS</u> 13° 53'.00N; 74° 09'.60E. 14° 10'.50N; 74° 36'.80E.	50,000	3	Rs. 1870.00
2357	31-07-2017	APPROACHES TO KUNDAPURA <u>LIMITS</u> 13° 27'.50N; 74° 24'.70E. 13° 54'.50N; 74° 42'.40E.	50,000	3	Rs. 1870.00
2358	31-07-2017	APPROACHES TO HANGARKATTA & MALPE <u>LIMITS</u> 13° 02'.80N; 74° 30'.20E. 13° 30'.00N; 74° 48'.00E.	50,000	3	Rs. 1870.00
2359 (INT 7350)	31-07-2017	APPROACHES TO PORT OF NEW MANGALORE <u>LIMITS</u> 12° 47'.00N; 74° 25'.30E. 13° 04'.70N; 74° 52'.50E.	50,000	3	Rs. 1870.00

2. The Indian Charts permanently withdrawn are as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart/ Edition</i>	<i>Date of Publication</i>
2081	15-05-2011	APPROACHES TO PORTS FROM DIU TO PIPAVAV	2081 (INT 7342)	31-07-2017
2072	31-07-2009	SHIRALI & BHATKAL	2356	31-07-2017

**VI**

<b>2073</b>	<b>30-11-2010</b>	<b>APPROACHES TO KUNDAPURA (COONDAPOOR)</b>	<b>2357</b>	<b>31-07-2017</b>
<b>2071</b>	<b>30-11-2003</b>	<b>APPROACHES TO HANGARKATTA &amp; MALPE</b>	<b>2358</b>	<b>31-07-2017</b>
<b>2052 (INT 7350)</b>	<b>31-07-2010</b>	<b>APPROACHES TO PORT OF NEW MANGALORE</b>	<b>2359 (INT 7350)</b>	<b>31-07-2017</b>

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
<b>IN42081R</b>	<b>2081</b>	<b>APPROACHES TO PORTS FROM DIU TO PIPAVAV</b>	<b>04-10-2017</b>
<b>IN42081D</b>	<b>2081</b>	<b>DIU &amp; NAWABANDAR ANCHORAGE</b>	<b>04-10-2017</b>
<b>IN42353A</b>	<b>2353</b>	<b>APPROACHES TO KARWAR &amp; BELEKERI</b>	<b>05-10-2017</b>
<b>IN42354A</b>	<b>2354</b>	<b>APPROACHES TO TADRI</b>	<b>04-10-2017</b>
<b>IN42355A</b>	<b>2355</b>	<b>APPROACHES TO HONAVAR</b>	<b>05-10-2017</b>
<b>IN42356A</b>	<b>2356</b>	<b>APPROACHES TO SHIRALI &amp; BHATKAL</b>	<b>04-10-2017</b>
<b>IN42357A</b>	<b>2357</b>	<b>APPROACHES TO KUNDAPURA</b>	<b>05-10-2017</b>
<b>IN42358A</b>	<b>2358</b>	<b>APPROACHES TO HANGARKATTA &amp; MALPE</b>	<b>05-10-2017</b>
<b>IN42359A</b>	<b>2359</b>	<b>APPROACHES TO PORT OF NEW MANGALORE</b>	<b>05-10-2017</b>

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
<b>IN42044G</b>	<b>2044</b>	<b>GULF OF KHAMBHAT – SOUTHERN PART</b>	<b>10-10-2017</b>

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
<b>IN42081M</b>	<b>2081</b>	<b>APPROACHES TO PORTS FROM DIU TO PIPAVAV</b>	<b>24-07-2014</b>
<b>IN52081P</b>	<b>2081</b>	<b>DIU &amp; NAWABANDAR ANCHORAGE</b>	<b>05-03-2012</b>
<b>IN42071V</b>	<b>2071</b>	<b>APPROACHES TO HANGARKATTA &amp; MALPE</b>	<b>14-10-2004</b>
<b>IN42072S</b>	<b>2072</b>	<b>APPROACHES TO SHIRALI &amp; BHATKAL</b>	<b>17-02-2010</b>
<b>IN42073C</b>	<b>2073</b>	<b>APPROACHES TO KUNDAPURA (COONDAPOOR)</b>	<b>14-12-2010</b>
<b>IN42052N</b>	<b>2052</b>	<b>APPROACHES TO PORT OF NEW MANGALORE</b>	<b>01-06-2012</b>
<b>IN42044G</b>	<b>2044</b>	<b>GULF OF KHAMBHAT – SOUTHERN PART</b>	<b>31-08-2012</b>

## VII

6. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
301	APPROACHES TO HUGLI RIVER	1,50,000	New Chart
351 (INT 7419)	PARADIP TO PUSSUR RIVER	3,00,000	New Chart
2005	APPROACHES GODIA CREEK	50,000	New Chart
2551	APPROACHES TO PORT VICTORIA	35,000	New Chart
3006 (INT 7423)	HUGLI RIVER;		New Chart
	KUKRAHATI REACH TO ROYAPUR CROSSING	37,500	
	ROYAPUR CROSSING TO CALCUTTA DOCKS	37,500	
	CALCUTTA DOCKS	17,500	
3009 (INT 7407)	KAKINADA PORT	10,000	New Chart
	KAKINADA ANCHORAGE	25,000	
3011 (INT 7421)	HUGLI RIVER – GASPER CHANNEL TO HALDIA	75,000	New Chart
3028 (INT 7404)	KAMARAJAR PORT	12,500	New Edition
3039	KATTUPALLI PORT	12,500	New Edition
4104	APPROACHES TO PORT MEADOWS & KOTARA ANCHORAGE	25,000	New Chart
4177	TILLANCHANG ISLAND	25,000	New Edition

### Availability of ENCs

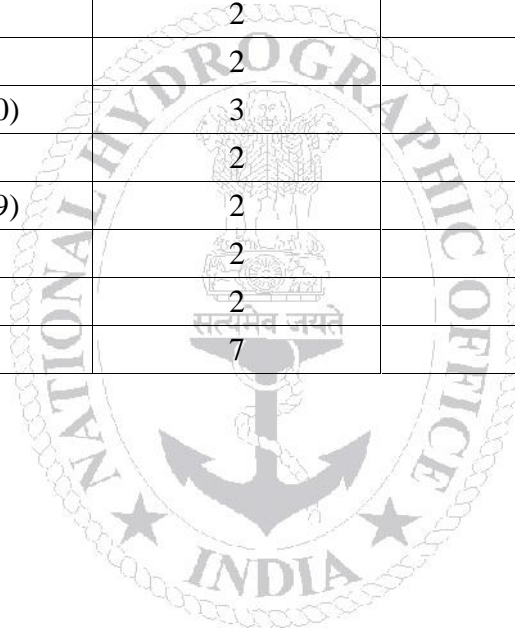
The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENCs through the world wide network of their agents and distributors. Updates are also made available as per the existing policy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

<b>United Kingdom Hydrographic Office</b> Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Web site: <a href="http://www.hydro.gov.uk">www.hydro.gov.uk</a>	<b>C-MAP Norway AS</b> Nyaskaiveien 2, 4379 Egersund, Norway Ph: +47 51 464700, +91 2262233326 Mob: +91 9820238542 Fax: +47 51 464701, +91 2267939504 Email: <a href="mailto:enc@c-map.com">enc@c-map.com</a> , <a href="mailto:info@c-map.co.no">info@c-map.co.no</a> Website: <a href="http://www.c-map.com">www.c-map.com</a>
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**SECTION – I**

The list of charts affected by the Notices 143 to 149 contained in this edition is as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
31 (INT 756)	5	147
41 (INT 757)	6	149 (T)
203 (INT 7319)	2	144
208	2	145
215	3	148
216	3	148
217	3	148
360	7	147
2004 (INT 7359)	3	146
2029 (INT 7358)	3	146
2039	2	145
2044	2	143
2045 (INT 7360)	3	146
2068	2	144
2079 (INT 7329)	2	144
2106	2	144
2107	2	144
4205	7	148





**SECTION – II****PERMANENT NOTICES****\*143 (20/17) INDIA – WEST COAST – Gulf of Khambhat (Cambay) – Southern Portion – General Area.**

Source: NHO.

**Chart 2044** [previous update 106/17]

Insert accompanying block showing amendments to general area; centered on: 21° 33′.00N., 72° 19′.60E.

**\*144 (20/17) INDIA – WEST COAST – Gulf of Kachchh – Mundra Port – Jetty – Buoy.**

Source: Adani Ports &amp; SEZ Ltd.

**Chart 203 (INT 7319)** [previous update 130/17]

Insert  No. 8 22° 44′.09N., 69° 41′.01E.  
Oc(2)R8s



No. 13 22° 45′.51N., 69° 34′.51E.  
Oc(2)G8s

**Chart 2068** [previous update 130/17]

Insert  No. 8 22° 44′.09N., 69° 41′.01E.  
Oc(2)R8s



No. 13 22° 45′.51N., 69° 34′.51E.  
Oc(2)G8s

**Chart 2079 (INT 7329)** [previous update 130/17]

Insert Jetty, single firm line joining:: 22° 44′.12N., 69° 39′.98E.  
22° 43′.54N., 69° 39′.93E. and  
22° 43′.56N., 69° 40′.07E.  
22° 43′.56N., 69° 39′.99E.  
22° 43′.54N., 69° 39′.95E.  
22° 43′.54N., 69° 39′.89E.  
22° 43′.56N., 69° 39′.87E.  
22° 43′.56N., 69° 39′.78E.  
22° 43′.50N., 69° 40′.05E.

Legend, “LNG Terminal” centered on;



No. 8 22° 44′.13N., 69° 41′.00E.  
Oc(2)R8s



No. 13 22° 45′.55N., 69° 34′.50E.  
Oc(2)G8s

**Chart 2106** [previous update 130/17]

Insert Jetty, single firm line joining:: 22° 44′.12N., 69° 39′.98E.  
22° 43′.54N., 69° 39′.93E. and  
22° 43′.56N., 69° 40′.07E.  
22° 43′.56N., 69° 39′.99E.  
22° 43′.54N., 69° 39′.95E.  
22° 43′.54N., 69° 39′.89E.  
22° 43′.56N., 69° 39′.87E.  
22° 43′.56N., 69° 39′.78E.

**\*144 (20/17) INDIA – WEST COAST – Gulf of Kachchh – Mundra Port – Jetty – Buoy. Continued.****Chart 2106** [previous update 130/17]

Insert	Legend, “LNG Terminal” cnetred on;	22° 43′.52N., 69° 39′.92E.
	 No. 8 Oc(2)R8s	22° 44′.13N., 69° 41′.00E.

**Chart 2107** [previous update 057/14]

Insert	 No. 13 Oc(2)G8s	22° 45′.55N., 69° 34′.50E.
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**Former INM 074(P)/16 is cancelled.****\*145 (20/17) INDIA – WEST COAST – Gulf of Khambhat (Cambay) – Northern Portion – Legend.**

Source: NHO.

**Chart 208** [previous update 106/17]

Insert	Legend, “Lesser Depth (see Note)”, centered on:	21° 39′.67N., 72° 22′.76E.
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**Chart 2039** [previous update 106/17]

Insert	Legend, “Lesser Depth (see Note)”, centered on:	21° 39′.66N., 72° 22′.78E.
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**\*146 (20/17) INDIA – WEST COAST – Port of Kochi – Wreck.**

Source: Cochin Port Trust.

**Chart 2029 (INT 7358)** [previous update 131/17]

Insert	 Wk	09° 58′.49N., 76° 14′.67E.
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**Chart 2004 (INT 7359)** [previous update 131/17]

Insert	 Wk	09° 58′.49N., 76° 14′.67E.
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**Chart 2045 (INT 7360)** [previous update 131/17]

Insert	 Wk	09° 58′.49N., 76° 14′.67E.
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**\*147 (20/17) BAY OF BENGAL – BANGLADESH – Pussur River to Elephant Point – Buoys.**

Source: BA Notice – 2811/17.

**Chart 31 (INT 756)** [previous update 126/17]


Insert	 Payra Fairway LFl.6s	21° 21′.90N., 90° 06′.00E.
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Delete	 Payra Fairway	21° 19′.00N., 90° 02′.00E.
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**Chart 360** [previous update 126/16]

Insert	 Payra Fairway LFl.6s	21° 21′.85N., 90° 06′.17E.
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Substitute	 No. 2 LFl.R.6s	for		21° 23′.55N., 90° 06′.77E.
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	 No. 1 LFl.G.6s	for		21° 23′.55N., 90° 07′.37E.
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**147 (20/17) BAY OF BENGAL – BANGLADESH – Pussur River to Elephant Point – Buoys. Continued.****Chart 360** [previous update 126/16]

Delete		Payra Fairway	21° 17′.95N., 90° 04′.17E.
		No. 2	21° 20′.95N., 90° 05′.47E.
		No. 1	21° 20′.95N., 90° 05′.97E.

**\*148 (20/17) Miscellaneous updates to charts.**

Source: NHO Dehradun.

Chart	Previous Updates	Details
215	110/15	Insert Chart No.2353 and Magenta limit as follows: 14° 37′.40N., 73° 50′.70E. 14° 55′.20N., 73° 50′.70E. 14° 55′.20N., 74° 18′.00E. 14° 37′.40N., 74° 18′.00E. 14° 37′.40N., 73° 50′.70E.
		Insert Chart No.2354 and Magenta limit as follows: 14° 30′.00N., 73° 50′.20E. (S Border) 14° 40′.60N., 73° 50′.20E. 14° 40′.60N., 74° 22′.00E. (E Border)
216	184/16	Insert Chart No.2353 and Magenta limit as follows: 14° 37′.40N., 73° 50′.70E. 14° 50′.00N., 73° 50′.70E. (N Border) 14° 50′.00N., 74° 18′.00E. (N Border) 14° 37′.40N., 74° 18′.00E.
		Insert Chart No.2354 and Magenta limit as follows: 14° 23′.00N., 73° 50′.20E. 14° 40′.60N., 73° 50′.20E. 14° 40′.60N., 74° 25′.50E. 14° 23′.00N., 74° 25′.50E. 14° 23′.00N., 73° 50′.20E.
		Insert Chart No.2355 and Magenta limit as follows: 14° 08′.50N., 74° 02′.30E. 14° 26′.00N., 74° 02′.30E. 14° 26′.00N., 74° 29′.50E. 14° 08′.50N., 74° 29′.50E. 14° 08′.50N., 74° 02′.30E.
		Insert Chart No.2356 and Magenta limit as follows: 13° 53′.00N., 74° 09′.60E. 14° 10′.50N., 74° 09′.60E. 14° 10′.50N., 74° 36′.80E. 13° 53′.00N., 74° 36′.80E. 13° 53′.00N., 74° 09′.60E.
		Delete Chart No.2072 and Magenta limit as follows: 13° 52′.70N., 74° 15′.80E. 14° 05′.70N., 74° 15′.80E. 14° 05′.70N., 74° 36′.20E. 13° 52′.70N., 74° 36′.20E. 13° 52′.70N., 74° 15′.80E.
		Insert Chart No.2357 and Magenta limit as follows: 13° 29′.00N., 74° 24′.70E. (S Border) 13° 54′.50N., 74° 24′.70E. 13° 54′.50N., 74° 41′.00E. (E Border)
		Delete Chart No.2073 and Magenta limit as follows: 13° 29′.80N., 74° 28′.70E. 13° 54′.00N., 74° 28′.70E. 13° 54′.00N., 74° 41′.00E. (E Border) 13° 29′.80N., 74° 41′.00E. (E Border)

**\*148 (20/17) Miscellaneous updates to charts. Continued.**

<b>217</b>	<i>127/17</i>	Insert Chart No.2357 and Magenta limit as follows: 13° 27′.50N., 74° 24′.70E. 13° 40′.00N., 74° 24′.70E. (N Border) 13° 40′.00N., 74° 42′.40E. (N Border) 13° 27′.50N., 74° 42′.40E. 13° 27′.50N., 74° 24′.70E.
		Delete Chart No.2073 and Magenta limit as follows: 13° 29′.80N., 74° 28′.70E. 13° 40′.00N., 74° 28′.70E. (N Border) 13° 40′.00N., 74° 42′.00E. (N Border) 13° 29′.80N., 74° 42′.00E. 13° 29′.80N., 74° 28′.70E.
		Insert Chart No.2358 and Magenta limit as follows: 13° 02′.80N., 74° 30′.20E. 13° 30′.00N., 74° 30′.20E. 13° 30′.00N., 74° 48′.00E. 13° 02′.80N., 74° 48′.00E. 13° 02′.80N., 74° 30′.20E.
		Delete Chart No.2071 and Magenta limit as follows: 13° 10′.80N., 74° 31′.90E. 13° 30′.80N., 74° 31′.90E. 13° 30′.80N., 74° 45′.00E. 13° 10′.80N., 74° 45′.00E. 13° 10′.80N., 74° 31′.90E.
		Insert Chart No.2359 and Magenta limit as follows: 12° 47′.00N., 74° 25′.30E. 13° 04′.70N., 74° 25′.30E. 13° 04′.70N., 74° 52′.50E. 12° 47′.00N., 74° 52′.50E. 12° 47′.00N., 74° 25′.30E.
		Delete Chart No.2052 and Magenta limit as follows: 12° 40′.00N., 74° 36′.30E. 13° 06′.60N., 74° 36′.30E. 13° 06′.60N., 74° 54′.00E. 12° 40′.00N., 74° 54′.00E. 12° 40′.00N., 74° 36′.30E.
<b>4205</b>	<i>050/17</i>	Amend reference INM 050 (04/17): For, Insert Chart No.2118 and Magenta limit as follows: Read, Insert Chart No.4011 and Magenta limit as follows:

**SECTION – III****TEMPORARY AND PRELIMINARY NOTICES****\*149 (T) (20/17) ANDAMAN SEA – Myanmar – Wellhead Platform, Hookup & Commissioning Works.**

Source: Myanmar Naval Hydrographic Centre.

1. Wellhead platform installation, Hook-up & Commissioning Works will be carried out by MV Sapura Kencana 3500 (call sign 3FVU8) in below mentioned positions in offshore block M-9:-

<b>Location</b>	<b>Position</b>
WP8	14° 19′.10N., 95° 50′.41E.
WP9	14° 14′.37N., 96° 09′.12E.
WP10	14° 18′.62N., 96° 01′.26E.
WP11	14° 12′.07N., 95° 48′.61E.
IP2PLEM	14° 16′.55N., 96° 02′.44E.
IP6PLEM	14° 09′.56N., 95° 56′.75E.

2. During the working period, unauthorized navigation & fishing is prohibited within 04 KM from above mentioned working positions.

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

4. Cancel this notice on **31 Dec 2017**.

**Charts Affected – 41 (INT 757)**



## **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:-

<b>INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz</b>								
<b>Sl.</b>	<b>Station Name</b>	<b>B1</b>	<b>Broad Cast Timings in UTC</b>					
(a)	Veraval	H	0110	0510	0910	1310	1710	2110
(b)	Vengrula Point	J	0130	0530	0930	1330	1730	2130
(c)	Muttam Point	L	0150	0550	0950	1350	1750	2150
(d)	Porto Novo	O	0220	0620	1020	1420	1820	2220
(e)	Vakalpudi	Q	0240	0640	1040	1440	1840	2240
(f)	Balasore	S	0300	0700	1100	1500	1900	2300
(g)	Keating Point	V	0330	0730	1130	1530	1930	2330

#### **2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS**

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

#### **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](http://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](http://www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html) for further information.

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

#### **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 (16<sup>th</sup> July 2008).

(a) Safety Fairways: An area within which permits are not granted for the erection of oil or gas related structures. The use of a safety fairway is not usually mandatory, but is recommended. Safety fairways have been promulgated in and round offshore development area in Arabian Sea up to the Exclusive Economic Zone (EEZ) due to increased weather related marine accidents and dense traffic. These are mandatory for all Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

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

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

#### **5. GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

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

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

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

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

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

#### **7. CAUTIONARY NOTE**

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

### List of Indian Chart Agents

<p><b>OSA Books and Periodicals</b> R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: rpani246@gmail.com</p>	<p><b>M/s VDO Marine Insrtuments</b> Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow &amp; Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: atmain@md4.vsnl.net.in</p>
<p><b>M/s Global Charts &amp; Nav. Aids Pvt. Limited</b> 1A, Goa Mansion, Ground Floor, 58, Dr. Sunderlal Bahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg</p>	<p><b>E.W.Liner Charts &amp; Publication (India)</b> 2/524, Sandeep Road, Chinna Neelangarai, Chennai - 600041 Tele: +91-44-24490668 Fax: +91-44-24491668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com Web: www.ewliner.com</p>
<p><b>M/s C &amp; C Marine Combine</b> 25 Bank Street, 1<sup>st</sup> Floor, Fort Mumbai - 400 023 Tel: 91-22- 22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: vijay@ccmarine.in , sales@ccmarine.in</p>	<p><b>Gujarat Pipavav Port Limited</b> PO – Ucchahiya, Dist – Amereli, Gujarat – 365 560 Tele: +91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)</p>
<p><b>M/s SVR Chart Agencies</b> Door No.50-81-48/4, Seetammapeta, Visakhapatnam – 530 016 Tel/ Fax: 0891-2799471, Cell: +91-9849120988, 9885797333 Email : mahalakshmitravels99@gmail.com mahalakshmitravels@hotmail.com</p>	<p><b>SMS Marine Private Ltd</b> 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: +91 22 62233326, Fax: +91 22 67939504 Mobile: +91 9820 238 542 Email: info@c-map.co.in, raj.chakravorty@smsmaps.com Web: www.smsmaps.com</p>
<p><b>M/s JM Maritime Services</b> 24/24C Kavarana Building, Ground Floor, Wadi Bunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in , charts@mtnl.net.in</p>	<p><b>Global Marine Infratech Pvt. Ltd.</b> Ground Floor, Siksha Sandan, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +91-9337477799, 7077702499 Email: tusarkantha@gmiindia.in Web: www.gmiindia.in</p>
<p><b>M/s Lift o Marine</b> Allen’s Mansion, Flat C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: sankar@liftmarine.org Web: www.liftmarine.org</p>	<p><b>L. R. Marine Services</b> 301, 3rd Floor, Biry House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535 Cell No: +91 8108926880/ +91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com</p>
<p><b>M/s Engineering Logistics Executive Multi Services</b> Elems Charts, Door No: 61-4-45-A/4, Prakash Nagar, Malkapuram Visakhapatnam – 530 011 Mob: +91 9133871827 Email: sales@elemscharts.in Web: www.elemscharts.in</p>	<p><b>M/s IIC Technologies Limited</b> 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: somnath.marthi@iictechnologies.com sanjeev.sharma@iictechnologies.com Web: www.iictechnologies.com</p>
<p><b>M/s Zenith Surveys (I) Pvt. Ltd.</b> Lakhani’s Plam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: zenithsurveys703@gmail.com nyvmane@yahoo.com Web: www.zenithsurvey.com</p>	



**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 15 Oct 17:

**2016 Series** – 432 464 572 644 723

**2017 Series** – 016 119 189 305 323 345 366 381 394 414 455 485 486 493 511 514 529 543 576  
601 610 611 635 657 662 678 682 685 687 691 695 697 698 699 701 703 704 707 710 711 713  
714 715 716 717 718 719 720 721 723 724 725 726 727 728

3. NAVAREA VIII Warnings issued during the period from 01 Oct to 15 Oct 17 (both dates inclusive) are as tabulated below:–

**696. North Indian Ocean.** Charts 23 INT 71. SLFV Kapila Kumara2 reported adrift 03-14N 080-45E at 012330 UTC Oct 17.

2. Cancel this MSG 042330 UTC Oct 17.

**697. India West Coast – Kochi.** Charts 22 220 259 2029 INT 71. Azhikod DGPS (10-12N 076-09E) off.

**698. India West Coast – Mumbai ODA.** Charts 21 251 255 292 293 INT 71. SV FUGRO mapper progressing soil coring in vicinity of 18-31.16N 072-14.47E, 20-42.28N 072-12.82E, 22-49.17N 068-29.11E, 19-02.13N 072-01.44E, 19-25.23N 071-16.99E. Wide berth requested.

2. Cancel this MSG 161830 UTC Oct 17.

**699. India East Coast – off Gopalpur.** Charts 31 352 353 3005 INT 706. Army Air Defence firing and BPTA flight scheduled on 08,09,12,13,14,16,17,18 Oct 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.

2. Cancel this MSG 181530 UTC Oct 17.

**700. Cancel NAVAREA VIII MSG 616 620 and this MSG.** INTM 139 138 refers.

**701. India West Coast.** Charts 251 254 255 292 INT 71. Rig list.

ABAN III	18-16.38N 072-22.82E
DEEP SEA FOSSIL	18-31.89N 072-16.74E
JINDAL STAR	18-32.28N 072-15.44E
DEEP SEA FORTUNE	18-33.63N 072-14.94E
CE THORNTON	18-40.10N 072-13.56E
PARAGON L-786	18-47.21N 072-19.52E
FG MCCLINTOCK	18-55.87N 072-18.29E
NOBLE ED HOLT	19-07.79N 071-59.93E
SAGAR UDAY	19-08.42N 070-53.87E
GREAT DRILL CHARU	19-08.76N 071-55.24E NEW
DYNAMIC VISION	19-11.05N 072-11.21E
SAGAR SHAKTI	19-15.49N 072-08.23E
VIVEKANANDA-1	19-15.64N 072-06.59E
VIRTUE-I	19-19.47N 071-12.06E
ACTINIA	19-19.57N 071-01.61E
GREAT DRILL CHITRA	19-20.25N 072-05.58E
SAGAR JYOTI	19-21.09N 071-14.64E
ABAN IV	19-21.95N 071-15.56E
TRIDENT II	19-27.35N 071-17.94E
PARAGON M 1161	19-27.56N 071-11.24E
VIVEKANANDA-2	19-27.59N 071-24.98E
ROWAN LOUISIANA	19-36.89N 071-53.38E
SAGAR KIRAN	19-38.05N 071-23.15E
VALIANT DRILLER	19-39.80N 071-17.59E
ABAN ICE	19-39.99N 071-35.74E
PARAMESWARA	19-58.02N 071-32.13E
SAGAR GAURAV	22-28.62N 068-26.28E
GREAT DRILL CHAAYA	22-37.91N 068-27.04E

2. Wide berth requested.

3. Cancel NAVAREA VIII MSG 686.

**702. Cancel NAVAREA VIII MSG 673 and this MSG.**

<b>703.</b>	<b>India West Coast – Mormugao.</b> Charts 22 214 257 293 2020 2022 INT 71. Aguada DGPS (15-29N 073-46E) off.
<b>704.</b>	<b>India West Coast – gulf of Khambhat.</b> Charts 21 207 254 292 INT 71. MV Focus Surveyor and Focus Explorer progressing seismic survey in area bounded by 20-59.99N 071-44.99E, 21-12.49N 072-09.94E, 21-05.87N 072-00.59E, 21-03.33N 072-02.71E, 21-08.28N 072-09.95E, 21-00.07N 072-10.2E. Wide berth requested. 2. Cancel this MSG 261830 UTC Oct17.
<b>705.</b>	<b>Cancel NAVAREA VIII MSG 667 and this MSG.</b>
<b>706.</b>	<b>India West Coast – off Mormugao.</b> Charts 22 257 293 2022 INT 71. INS Makar progressing survey in area bounded within 15-28N to 15-30N and 073-25E TO 073-27E. 2. Wide berth of 03 NM requested. 3. Cancel this MSG 081830 UTC Oct 17.
<b>707.</b>	<b>India East Coast – off Chennai.</b> Charts 31 32 391 INT 71. Firing by CG aircraft scheduled daily from 09 - 15 Oct 17 from 0130 - 1130 UTC in danger area bounded within 13-30N to 14-30N and 082-00E to 082-40E. 2. Cancel this MSG 151230 UTC Oct 17.
<b>708.</b>	<b>Bay of Bengal – off Trincomalee.</b> Charts 359 3014 INT 71. Firing practice scheduled on 10 Oct from 0230-0630 UTC and 13 Oct from 0315-1030 UTC in danger circle extending 5 NM from 08-20N 081-30E. 2. Cancel this MSG 131130 UTC Oct 17.
<b>709.</b>	<b>NAVAREA VIII Warnings in Force as on 06 Oct 17:-</b> <b>2016 Series</b> – 432 464 572 644 723 <b>2017 Series</b> – 016 119 189 305 323 345 366 381 394 414 455 481 485 486 493 511 514 529 530 543 576 597 601 610 611 635 640 657 662 674 675 678 682 685 687 689 691 693 695 697 698 699 701 703 704 706 707 708 (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 131000 UTC Oct 17.
<b>710.</b>	<b>India West Coast– Gulf of Kachchh.</b> Charts 203 INT 71. Buoys Ranwara, Narara and Dhani unlit. 2. Cancel NAVAREA VIII MSG 530.
<b>711.</b>	<b>India West Coast – Gulf of Kachchh.</b> Charts 203 2068 INT 71. Chank Tapu Lt (22-33N 069-25E) unlit.
<b>712.</b>	<b>India West Coast – off Harnai.</b> Charts 21 212 256 293 2077 INT 71. INS Makar will progress survey from 09 Oct 17 in area bounded within 17-46.17N to 17-48.17N and 073-04.49E to 073-06.49E. 2. Wide berth of 03 NM requested. 3. Cancel this MSG 131830 UTC Oct 17.
<b>713.</b>	<b>India West Coast – Mumbai.</b> Charts 22 211 255 292 293 INT 71. Utan DGPS (19-17N 072-47E) off.
<b>714.</b>	<b>India West Coast – off Kochi.</b> Charts 22 259 INT 71. INS Sarvekshak progressing hydrographic survey in area bounded within 09-35N to 10-52N and 074-47E to 075-26E. 2. Wide berth of 03 NM requested. 3. Cancel this MSG 150900 UTC Oct 17.
<b>715.</b>	<b>Bay of Bengal – off Trincomalee.</b> Charts 359 3014 INT 71. Naval firing practice scheduled on 15 Oct 17 from 0130 – 0730 Utc in danger area bounded within 08-20N to 08-30N and 081-30E to 081-40E. 2. Cancel this MSG 150830 UTC Oct 17.
<b>716.</b>	<b>Andaman Sea – off Nicobar I.</b> Charts 41 INT 71. Seismic vessel Geo Hindsagar progressing survey in area bounded by 07-05.49N 091-03.06E, 09-44.86N 095-45.63E, 07-37.88N 095-11.24E, 05-33.25N 091-10.33E. Wide berth requested. 2. Cancel NAVAREA 597 and this MSG 301830 UTC Nov 17.
<b>717.</b>	<b>Andaman Sea – off Yangon River.</b> Charts 41 452 4019 INT 71. Buoys, additional new upper Western (Port 16-25.44N 096-20.97E), Stbd (16-31.3N 096-16.1E), Additional Lower Western (16-22.90N 096-21.57) laid. Buoys new centre western FL R 2S, New upper Western FL R, New Centre Spit FL W 2S, Additional Lower Spit, New Upper Spit FL G 2S shifted to 16-24.76N 096-20.53E, 16-24.76N 096-21.02E, 16-23.95N 096-20.70E, 16-24.35N 096-20.4E, 16-24.28N 096-21.10E. Thura Phyto Kyaw Lin wreck buoy (16-24N 096-21E) adrift. 2. Cancel NAVAREA VIII MSG 674.
<b>718.</b>	<b>Andaman Sea – off Barren I.</b> Charts 41 473 INT 71. Firing practice scheduled on 16 and 17 Oct 17 from 0430-0930 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-20E. 2. Cancel this MSG 171030 UTC Oct 17.
<b>719.</b>	<b>SW Indian Ocean – Mathurin Harbour.</b> Charts 2504 2505 INT 71. Leading Lt (19-41.03S 063-25.42E, 19-40.76S 063-25.35E) decommissioned. Port entry sector Lt centred on BRG 345 visibility 5 NM by day and 20 NM by night installed on previous front leading Lt. characteristics white sector (4deg) Fl W 1.5s, light green sector (2 deg) VQ Fl G 0.5s, green sector (1 deg) FG, red sector (2 deg) VQ Fl R 0.5S, red sector (1 deg) FR.
<b>720.</b>	<b>India West Coast – off Mumbai ODA.</b> Charts 21 254 255 292 INT 71. GTV Samudra Sarvekshak progressing soil coring in 20-07.43N 071-58.06E, 20-12.85N 071-55.22E, 19-35.29N 071-38.69E, 19-33.05N 71-40.12E, 19-34.27N 071-36.04E, 19-34.57N 071-50.12E. 2. Wide berth requested. 3. Cancel this MSG 281830 UTC Oct 17.

<b>721. India West Coast – Okha.</b> Charts 21 203 2068 INT 71. Firing by Naval Coast Battery scheduled on 17 Oct 17 from 0530-0730 UTC.
2. Danger sector extending upto 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E
3. Cancel this MSG 170830 UTC Oct 17.
<b>722. Cancel NAVAREA VIII 640 and this MSG.</b>
<b>723. India West Coast – Dabhol Port.</b> Charts 21 22 212 2065 INT 71. Buoy 6 (17-32.5N 073-07.2E) adrift.
<b>724. Bay of Bengal – West of Nicobar I.</b> Charts 33 INT 71. MGS Sagar progressing survey in area bounded by 06-13.56N 090-25.44E, 08-06.54N 090-25.44E, 08-06.54N 092-01.92E, 05-00N 093-00E, 03-50.28N 092-09.12E, 04-35.82N 091-15.18E, 05-20.46N 090-45.66E. Wide berth requested.
2. Cancel this MSG 231830 UTC Oct 17.
<b>725. India East Coast – Vishakhapatnam.</b> Charts 31 308 3002 INT 71. Firing by Naval Coast Battery scheduled on 18 Oct 17 from 0030 - 0130 UTC in danger sector extending upto 17 NM between bearing 070 and 130 from 17-42N 083-18E.
2. Cancel this MSG 180230 UTC Oct 17.
<b>726. Cancel NAVAREA VIII MSG 675 and this MSG.</b>
<b>727. NAVAREA VIII Warnings in Force as on 13 Oct 17.</b> <b>2016 Series</b> – 432 464 572 644 723 <b>2017 Series</b> – 016 119 189 305 323 345 366 381 394 414 455 481 485 486 493 511 514 529 543 576 601 610 611 635 657 662 678 682 685 687 691 695 697 698 699 701 703 704 707 710 711 713 714 715 716 717 718 719 720 721 723 724 725 726 (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 <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> .
2. Cancel this MSG 201000 UTC Oct 17.
<b>728. Cancel NAVAREA VIII MSG 481 and this MSG.</b>

6.1

**SECTION – VI**  
**CORRECTIONS TO SAILING DIRECTIONS (PILOTS)**

NIL

**SECTION – VII**  
**CORRECTIONS TO LIST OF LIGHTS**

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
F0386	- Chank Tapu. Off N side	22 32.90 N 69 24.57 E	Fl W 15s	12	11	White 4-sided concrete tower, black bands	fl 1 <b>TE 2017</b> *
F1379.5	SUNGAI ASAHAN - Ldg Lts 180°. Front	03 01.68 N 99 51.63 E	Fl(2)W 4s	13	12	White Δ on white beacon 9	fl 0-5, ec 0-5, fl 0-5, ec 2-5
F1494	PINANG (PENANG) HARBOUR. GEORGETOWN - <b>Fort Cornwallis</b>	05 25.27 N 100 20.62 E	Fl R 2s	27	15	White metal framework tower on NE tower of fort 21	fl 0.4, <b>Range 10M (T) 2017</b> *
F1586	- <b>Pulau Angsa</b>	03 11.18 N 101 13.03 E	Fl WR 10s	36	<b>W22</b> <b>R15</b>	White round concrete tower 11	W145°-315°(170°), R315°-145°(190°). Partially obscured 323.5°-010.5°(47°) by Air Obstruction light F R 28m close by <b>Range 15M (T) 2017</b> *
F1691.8	MAIN STRAIT - North Nipa	01 10.26 N 103 39.75 E	Q W 1s	12	14	Δ on yellow buoyant beacon, black top	fl 0.5
F1739	SINGAPORE PORT. JOHOR STRAIT. SERANGOON HARBOUR - Pulau Ubin. Tg Check Jawa Dir Lt 311.4°	01 24.50 N 103 59.50 E	Dir Fl W 5s	27	10	White ▽ on white post, white concrete base 5	Fl W309°-314° (5°). In line with unlit white Δ on white post 190m from rear. MMSI No 005631121
*	---	..	AIS	..	..	..	*
F1744	- Loyang. Dir Lt 131°	01 22.97 N 103 57.92 E	Dir Fl(2)WRG 10s	6	W 10 R 8 G 8	Red mast on red piles	Fl(2) G128°-129° (1°). Fl(2) W129°-133° (4°). Fl(2) R133°-135° (2°) MMSI No 005631122
*	---	..	AIS	..	..	..	*

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

**INP 31(1), 2014**

*(Last correction: Edition No. 05 dated 01Mar2017)*

NIL

**INP 31(2), 2014**

*(Last correction: Edition No. 18 dated 16Sep2017)*

**PAGE 40,**

*Insert entry below* **MADAGASCAR (647)**

<b>MOZAMBIQUE (650)</b>					
<b>Catembe (Front) Lt Bn</b>	25°59'.87S 32°34'.72E	990066012		Real	
<b>Catembe (Rear) Lt Bn</b>	26°00'.38S 32°33'.76E	990066011		Real	
<b>Esparcelado da Polona Lt</b>	25°57'.97S 32°37'.44E	990066010		Real	
<b>Maputo Port V1</b>	25°38'.46S 32°52'.85E	990066001		Virtual	
<b>Maputo Port V2</b>	25°42'.17S 32°51'.29E	990066002		Virtual	
<b>Maputo Port V3</b>	25°45'.28S 32°50'.01E	990066003		Virtual	
<b>Maputo Port V4</b>	25°46'.07S 32°49'.69E	990066004		Virtual	
<b>Maputo Port V5</b>	25°46'.29S 32°49'.68E	990066005		Virtual	
<b>Maputo Port V6</b>	25°46'.60S 32°49'.76E	990066006		Virtual	
<b>Maputo Port V7</b>	25°48'.20S 32°50'.28E	990066007		Virtual	
<b>Maputo Port V8</b>	25°49'.80S 32°50'.81E	990066008		Virtual	
<b>Maputo Port V9</b>	25°51'.31S 32°51'.30E	990066009		Virtual	
<b>Maputo Port V10</b>	25°52'.35S 32°51'.65E	990066010		Virtual	
<b>Maputo Port V11</b>	25°53'.39S 32°51'.99E	990066011		Virtual	
<b>Maputo Port V12</b>	25°54'.43S 32°52'.33E	990066012		Virtual	
<b>Miradouro Lt</b>	25°58'.46S 32°35'.73E	990066009		Real	

*(Source: BA 39/17)*

*(20 /17)*

**INP 31(5), 2011**

*(Last correction: Edition No. 01 dated 01Jan 2017)*

NIL

**INP 31(6), 2012**

*(Last correction: Edition No. 14 dated 16Jul 2017)*

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. ENCs. A Screen shot of largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected cell should be sent along with details of the ECDIS make and version in use at the time.

#### **Depth Reporting**

6. When soundings are obtained using echo sounders, the echo sounding trace should be duly annotated with date, times, position, depths, etc., and forwarded with the IH102. It is important to state whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name and type of echo sounder should also be given.

7. For modern echo sounders that use electronic 'range gating', care should be taken that the correct range scale and appropriate gate width are in use. Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:

- (a) the trace being weaker than normal for the depth recorded;
- (b) the trace passing through the transmission line;
- (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from the charted depths. Efforts should be made to identify and negate false echoes if any. The Mariners Handbook (NP100) and Notice 15 Special Edition of Notice to Mariners may be consulted.

8. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be notified.

9. Reports of **shoal soundings**, uncharted dangers and aids to navigation out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers in such that any uncharted depth under 30 meters or 15 fathoms may be of sufficient importance to justify a radio message.

10. Changes to Port information should be forwarded on Form IH.102A together with form IH.102. Form 102A 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, on receipt. 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.

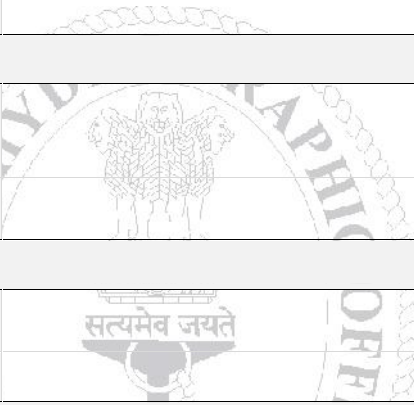
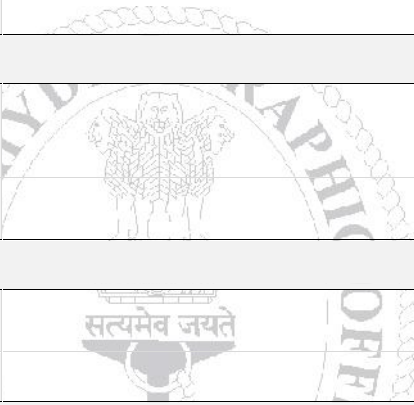




<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date		Ref. Number			
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date		Time (UTC/IST)			
Object of Changes Observed (Tick appropriate)	<input type="checkbox"/> Bathymetry	<input type="checkbox"/> Nav. Dangers	<input type="checkbox"/> Nav. aids		
	<input type="checkbox"/> Designated Areas	<input type="checkbox"/> Others			
Geographical Position (See Instructions Overleaf)	Latitude		Longitude		
Position Method	<input type="checkbox"/> DGPS	<input type="checkbox"/> GPS	<input type="checkbox"/> Radar	<input type="checkbox"/> Others	
Datum Used	<input type="checkbox"/> WGS84	<input type="checkbox"/> Everest	<input type="checkbox"/> Others		
Charts Affected		Edition			
Latest Edition of Indian Notices to Mariners Held					
Tracing/Plot/Photograph if enclosed					
ENCs Affected					
Latest Update Disk Held					
Publication Affected		Edition			
Page No./Light No. etc					
Details:					
Limitations if any in Reporting the Changes Above					
Details of Documents/Photos attached:					
Signature of the Master/Reporter/Observer					

<b>HYDROGRAPHIC NOTE FOR PORT INFORMATION</b> (To accompany Form IH.102)		<b>IH.102A</b> (Revised 2012)	
Date		Ref. No.	
Name of the Ship or Sender			
Address			
Tel/Fax/E-mail			
<b>1. NAME OF PORT</b>			
Location	Latitude		Longitude
<b>2. GENERAL REMARKS</b>			
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)			
<b>3. ANCHORAGES</b>			
Type / Purpose			
Minimum depth at anchorage			
Shelter afforded			
Holding ground			
Recommended pilotage to the anchorage			
<b>4. PILOTAGE</b>			
Authority for request			
Embarkation position			
Regulations			
Documents to be provided			
Recommended pilotage to approach of Harbour and Berths			
Information on VTMS			
<b>5. DIRECTIONS</b>			
Entry and Berthing Information			
Tides (Height)			
Tidal Stream Information			
Wind Speed and Direction			
Navigational Aids (Beacons / Buoys / Lights / Etc.)			
<b>6. POLLUTION CONTROL</b>			
Local regulation in force (If Any)			
<b>7. TUGS</b>			
Number available / Tug type			
Maximum HP / Bollard pull			

<b>7. TUGS (Continued)</b>	
Requesting authority	
Availability timing / Communication	
Hiring charges	
<b>8. BERTHING AND WHARVES</b>	
Type & Number of berths available	
Length	
Depth alongside	
Facilities available	
Procedure for requesting berth & hiring charges	
<b>9. CARGO HANDLING</b>	
Containers	
Lighters & Ro-Ro etc.	
<b>10. CRANES</b>	
Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach	
Container handling facilities	
<b>11. BRIDGES</b>	
Vertical clearance	
<b>12. REPAIRS</b>	
Hull machinery and underwater	
Ship and Boat yards	
Docking or Slipway facilities (Size/ Dimensions of vessels handled)	
Hards and Ramps	
Divers / Diving assistance	
<b>13. SERVICES</b>	
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	

<b>14. RESCUE &amp; DISTRESS</b>	
Salvage, Lifeboat, Life guards, etc	
<b>15. SUPPLIES</b>	
Fuel (Type, Quantities & Method of delivery)	
Fresh water (Method of delivery and Rate of supply)	
Provisions	
Chart agents	
<b>16. COMMUNICATIONS</b>	
Road, Rail and Air services available	
Nearest airport or airfield	
Port Radio and Information Service (Frequencies and Operating Hours)	
<b>17. PORT AUTHORITY</b>	
Designation, Address, Telephone, E-mail Address and Website	
<b>18. SECURITY</b>	
Security of ports / International Ship and Port Facility Security (ISPS) compliance	
Custom and Immigration Regulations in force	
<b>19. SMALL CRAFT FACILITIES</b>	
Information and facilities for small craft, yachts visiting the port	
Yacht clubs, berths etc	
<b>20. SHORT LEAVE</b>	
<b>21. CLUBS RECREATION</b>	
Information Kiosk (Location)	
Foreign Exchange firms / Banks (Within / Near Port Area)	
Places of interest near port	
<b>22. VIEWS</b>	
Photographs(Duly annotated) of the approaches, leading marks, the entrance to the harbour etc.	
<b>23. ADDITIONAL DETAILS</b>	
Any other information considered to be useful for the mariners	
<b>SIGNATURE OF THE OBSERVER / REPORTER / MASTER</b>	





**FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR**

**Email: [indsar@vsnl.net](mailto:indsar@vsnl.net)**

**NATION WIDE SAR TELE: 1554 (LAND LINE)**

**INMARSAT C (IOR) 441907210 CODE: 43 (TOLL FREE)**

**AFTN: VABBYXYC**