

INDIAN NOTICES TO MARINERS



EDITION NO. 21 DATED 01 NOV 2015

(CONTAINS NOTICES 172 TO 174)

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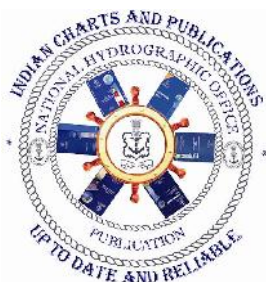
WWW
www.hydrobharat.gov.in

CONTENTS

Section No.	Title
I	List of Charts Affected
II	Permanent Notices
III	Temporary and Preliminary Notices
IV	Marine Information
V	NAVAREA VIII Warnings inforce
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 1ST & 16TH OF EVERY MONTH)

FEEDBACK: msis-incho-navy@nic.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

All mariners are cautioned against the use of counterfeit copies of IN Charts and publications. 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'S AND PUBLICATION

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2059 (INT 7322)	30-09-2015	KANDLA – SOGAL CHANNEL Limits 22° 51'.83N; 70° 07'.30E. 22° 58'.70N; 70° 16'.50E.	20,000	2	Rs. 1870.00
		KANDLA CREEK Limits 22° 57'.75N; 70° 12'.80E. 23° 02'.90N; 70° 14'.90E.	15,000		

2. The Indian Chart permanently withdrawn is 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>
2059 (INT 7322)	31-12-2005	KANDLA – SOGAL CHANNEL	2059 (INT 7322)	30-09-2015
		KANDLA CREEK		

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>
IN62059S	2059	KANDLA SOGAL CHANNEL	28-10-2015
IN62059B	2059	KANDLA CREEK	28-10-2015
IN63012P	3012	VISAKHAPATNAM HARBOUR	27-10-2015
IN54111P	4111	PORT MOUAT	27-10-2015

4. 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>
IN52059K	2059	KANDLA SOGAL CHANNEL	01-09-2006
IN62059C	2059	KANDLA CREEK	01-09-2006
IN63012V	3012	VISAKHAPATNAM HARBOUR	17-02-2009

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2035	KALPENI AND CHERIYAM ISLAND	25,000	New Chart
2004 (INT 7359)	KOCHI HARBOUR	25,000	New Chart
2020	MORMUGAO & PANAJI	25,000	New Chart
2041	DEVGARH HARBOUR	25,000	New Chart
	MALVAN ANCHORAGE	15,000	
2105	JAIGARH & ANGRE PORTS	12,500	New Edition
2323	MKOKONI	25,000	New Chart

VI

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:

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Web site: www.ukho.gov.uk	M/s Jeppesen Norway AS Hovalandsveien 52 PO Box 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: enc@jeppesen.com , info@c-map.co.no Website: www.jeppesen.com
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:-data@ecc.no Website: - www.primar.org	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad- 500 034 Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com



SECTION – I

The list of charts affected by the Notices 172 to 174 contained in this edition is as follows:


CHART NUMBER	FOLIO NO.	NOTICE NO.
206	2	173
405	6	174
473 (INT 7031)	6	174
2055	2	172
4030	6	174



SECTION – II
PERMANENT NOTICES

***172 (21/15) Miscellaneous updates to charts.**

Source: NHO Dehradun.

Chart	Previous Updates	Details
2055	161/15	For reprint chart 2055 (273.15)
		Insert  20° 43'·91N., 70° 39'·50E.

***173 (21/15) INDIA – WEST COAST – Veraval to Diu Head – Anchorage.**

Source: NHO.

Chart 206 [previous update 069/15]

Insert



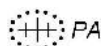
20° 43'·70N., 70° 39'·40E.

***174 (21/15) INDIA – ANDAMAN SEA – Manners Strait and Duncan Passage – Wreck.**

Source: MRCC – Port Blair.

Chart 473 (INT 7031) [previous update 074/15]

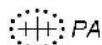
Insert



11° 14'·83N., 92° 43'·48E.

Chart 405 [previous update 164/15]

Insert



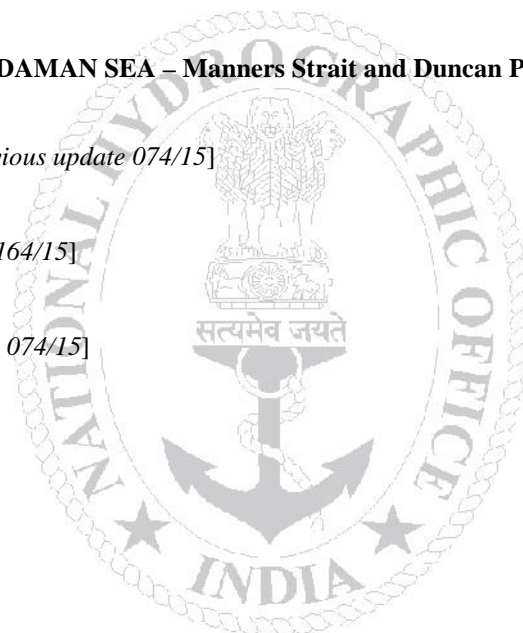
11° 14'·78N., 92° 43'·48E.

Chart 4030 [previous update 074/15]

Insert



11° 14'·73N., 92° 43'·58E.



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

- NIL -



SECTION – IV **MARINE INFORMATION**

1. **NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

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

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

(Source - NAVAREA VIII Warning 100/12)

3. **DISPLAY ANOMALIES IN ECDIS**

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

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

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

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

4. **SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME**

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

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

(b) Recommended routes have been established along the coast of Gujarat. These are to assist mariners to navigate safely in order to represent the best routes for crossing traffic and to minimize head-on

encounters in vicinity of Oilfield Development Areas and regulate coastal traffic. Mariners are advised to keep 1 to 2 miles starboard of the shown routes consistent with Rules of the Road.

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

5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

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

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

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

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


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

7. **CAUTIONARY NOTE**

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

Distribution of Indian Paper Charts and Nautical Publications

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

<p>JEPPESEN MARINE Jeppesen Norway AS P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: info@c-map.no Site: www.c-map.no</p>	<p>C-Map US Commercial 133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America Ph: +1 (508) 477 8010 Fax: +1 (508) 539 4381 Email: info@c-map.com</p>	<p>C-Map (UK) Ltd. Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: info@c-map.co.uk</p>
<p>Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, 08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com</p>	<p>Bogerd Martin NV, Oude Leeuwenrui 37 2000 Antwerp, Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: sales@martin.be Site: www.martin.be</p>	<p>Bogerd Martin Tianjin(China Branch) 2-B101 FTZ Hi-Tech Development Centre 131 Haibin 9 Road 300461 Tianjin China Ph: +86 22 257 62 721 Fax: +86 22 257 62 722 Email: charts-tj@martincn.com</p>
<p>C-Map Holland Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie cor@chartworx.nl</p>		

List of Indian Chart Agents.

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg	EW Liner Charts & Publication (India) 2/524 Sundeep Road, Chinna Neelangerai, Chennai 600041 Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: maritimeindia@airtelmail.in
M/s C & C Marine Combine 25 Bank Street, 1 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@vsnl.com, sales@ccmarine.in	Gujarat Pipavav Port Limite PO – Ucchayya, Dist.- Amereli Gujarat – 365 560 Tele:- 91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 6510 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: RajShekhar.Chakravorty@jeppesen.com, info@jeppesen.com Website: www.jeppesen.com
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in, charts@mtnl.net.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +919937064299 Email: ashiskantha@gmiindia.in Web: www.gmiindia.in
Lift O Marine Allen's Mansion, C6 Nungi Station Road, Kolkata – 700140 Mob: +91 9836972027 / 8902228463 Email: sankar@liftomarine.org / liftomarine77@gmail.com Web: www.liftomarine.org	M/s L. R. Marine Services 301, 3rd Floor, Biry House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-6635 9148 Cell No: +91 8108926880/+91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com
M/s Engineering Logistics Executive Multi Services 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	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills, Hyderabad- 500 034 Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 015 Mob: +91 7926923982 Email: jyoti@aatash.com, zubin@aatash.com	

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 Oct 15:

2014 SERIES – 676

2015 SERIES – 124 287 288 298 334 386 408 439 445 484 486 498 507 514 547 556 565 567 573
582 616 633 635 644 646 651 655 660 672 673 676 686 694 699 705 706 707 708 710 711 712
715 716 717 718 719 720 721 722 723

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

<p>679. Indian Ocean – SW of Seychelles. Chart INT 71. FV Long Yield reported abandoned due fire and adrift 315 - 01 Kts in position 07-36S 051-29E on 15 Oct 15. 2. Cancel this MSG 191000 UTC Oct 15.</p>
<p>680. Indian Ocean – off Port Louis. Chart INT 71. CG Guardian will carry out firing on 19 Oct from 0600-1200 UTC in area bounded by 19-28S 057-26E, 19-34S 057-26E, 19-34S 057-33E, 19-28S 057-33E. 2. Cancel this MSG 191300 UTC Oct 15.</p>
<p>681. India East Coast – SE off Kakinada. Charts 31 32 INT 706. Firing by IN ships scheduled on 20 Oct 15 from 0630 – 1130 UTC in area bounded by 15-30N 083-24E, 16-14N 084-00E, 15-34N 084-46E, 15-08N 084-24E. 2. Safe flying Ht 8 KM. 3. Cancel this MSG 201230 UTC Oct 15.</p>
<p>682. India West Coast – Arabian Sea. Charts 21 293 INT 71. Firing by IN ships scheduled on 20 and 21 Oct 15 from 0330 – 0730 UTC in area bounded by 18-10N 070-50E, 18-10N 071-20E, 17-40N 071-20E, 17-40N 070-50E. 2. Safe flying Ht 10 KM. 3. Cancel this MSG 210830 UTC Oct 15.</p>
<p>683. India West Coast – Arabian Sea. Charts 22 293 INT 71. Firing by IN ship scheduled on 20 and 21 Oct 15 from 0330 – 0730 UTC in area bounded by 17-27N 070-37E, 17-16N 071-00E, 16-56N 070-43E, 17-12N 070-13E. 2. Safe flying Ht 10 KM. 3. Cancel this MSG 210830 UTC Oct 15.</p>
<p>684. Andaman Sea – off South Andaman. Charts 41 473 INT 71. Firing practice by aircraft scheduled on 22 and 23 Oct 15 from 0430-0930 UTC in area bounded by 11-50N 093-40E, 11-50N 094-20E, 12-00N 093-40E, 12-00N 094-20E. Safe flying Ht 5 KM. 2. Cancel this MSG 231030 UTC Oct 15.</p>
<p>685. Andaman Sea – off South Andaman. Charts 41 405 473 4030 INT 71. Firing practice on Passage Island scheduled on 23 Oct 15 from 0430-0630 UTC in area bounded by 11-17N 092-34E, 11-05N 092-34E, 11-05N 092-48E, 11-17N 092-48E. Safe flying Ht 6 KM. 2. Cancel this MSG 230730 UTC Oct 15.</p>
<p>686. India West Coast – Mumbai High. Charts 255 INT 71. Tug Valentine will carry out geophysical survey from 19 Oct to 15 Dec in area bounded by 19-47N 071-09 E, 19-47.9N 071-36 E, 19-00N 071-09E, 19-00N 071-36E. 2. Wide berth requested. 3. Cancel this MSG 151830 UTC Dec 15.</p>
<p>687. Andaman Sea – Nancowry. Charts 408 INT 71. Cape Connaught light (07-56N 093-34E) unlit.</p>
<p>688. NAVAREA VIII Warnings in Force as on 16 Oct 15 <u>2014 Series</u> – 676 <u>2015 Series</u> – 124 287 288 298 334 386 408 439 445 484 486 498 507 514 522 547 556 565 567 573 582 616 629 632 633 635 640 641 644 645 646 650 651 655 657 660 662 668 671 672 673 676 677 679 680 681 682 683 684 685 686 687 (a) NAVAREA VIII warnings less than 42 days old (616/15) promulgated via SafetyNet. (b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on www.hydrobharat.nic.in. (c) Cancel this MSG 231000 UTC Oct 15.</p>
<p>689. India West Coast – off Kochi. Charts 22 273 INT 71. Firing by CG ship scheduled on 19 Oct 15 from 0930-1330 UTC in area bounded by 09-52N 074-15E, 09-31N 074-15E, 09-31N 073-56E, 09-52N 073-56E. 2. Cancel this MSG 191430 UTC Oct 15.</p>
<p>690. Arabian Sea. Charts INT 71. SLFV Imula reported adrift for last two month without food and fuel in position 08-00N 069-05E. 2. Cancel this MSG 261000 UTC Oct 15.</p>

<p>691. India West Coast – Goa. Charts 22 214 215 257 293 2020 2078 INT 71 INT 705. Firing by Naval Coast Battery scheduled from 0330-0630 UTC on 28 Oct 15.</p> <p>2. Danger area bounded by 220 to 260 bearing from MPT building on Mormugao head up to 10 nm seaward. Safe flying Ht 6.5 KM.</p> <p>3. Cancel this MSG 280730 UTC Oct 15.</p>																																																														
<p>692. India West Coast – off Kochi. Charts 22 221 259 INT 71. Firing by Naval ship scheduled on 27 and 28 Oct 15 from 0530-0930 UTC in area bounded by 09-25.25N 075-38.00E, 09-44.50N 075-31.00E, 09-18.25N 075-19.00E, 09-37.50N 075-12.00E.</p> <p>2. Safe flying Ht 10 KM.</p> <p>3. Cancel this MSG 281030 UTC Oct 15.</p>																																																														
<p>693. Cancel NAVAREA VIII 668/15 and this MSG. Salaya channel buoy Dhani (22-36.83N 069-27.42E) relaid.</p>																																																														
<p>694. India West Coast – Gulf of Kachchh. Chart 203 INT 71. Salaya channel north cardinal buoy (22-34.13N 069-18.30) retrieved.</p>																																																														
<p>695. Cancel NAVAREA VIII 650. India West Coast. Charts 21 22 293 INT 71. Rig list correct at 231000 UTC Oct 15</p> <table border="0"> <tr><td>ABAN ICE</td><td>18-45.02N 071-55.42E</td></tr> <tr><td>ABAN III</td><td>19-22.07N 071-26.07E</td></tr> <tr><td>ABAN IV</td><td>19-29.79N 071-19.83E NEW</td></tr> <tr><td>DISCOVERY-1</td><td>19-12.50N 072-02.24E</td></tr> <tr><td>DYNAMIC VISION</td><td>18-39.23N 070-58.86E</td></tr> <tr><td>DEEP SEA FORTUNE</td><td>19-40.14N 072-00.34E</td></tr> <tr><td>DEEP SEA FOSSIL</td><td>18-41.47N 072-20.88E</td></tr> <tr><td>GREAT DRILLER CHAAYA</td><td>18-32.68N 072-13.98E</td></tr> <tr><td>GREATDRILL CHETNA</td><td>21-37.38N 068-26.55E</td></tr> <tr><td>GREATDRILL CHITRA</td><td>19-21.10N 071-47.20E</td></tr> <tr><td>GREATDRILL CHAARU</td><td>18-59.30N 072-16.58E NEW</td></tr> <tr><td>HARVEY H WARD</td><td>19-32.84N 071-22.80E</td></tr> <tr><td>JINDAL STAR</td><td>18-36.20N 072-13.99E</td></tr> <tr><td>JT ANGEL</td><td>20-03.49N 071-23.92E</td></tr> <tr><td>KEDARNATH</td><td>19-34.12N 071-46.90E</td></tr> <tr><td>MERCURY FOCUS</td><td>21-18.12N 072-31.64E</td></tr> <tr><td>PARAGON L-786</td><td>18-31.16N 072-14.46E</td></tr> <tr><td>PARAGON M 1161</td><td>19-17.55N 071-16.91E</td></tr> <tr><td>RON TAPMEYAR</td><td>19-16.42N 071-26.87E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-07.88N 070-58.50E</td></tr> <tr><td>SAGAR SHAKTI</td><td>19-39.70N 071-04.71E</td></tr> <tr><td>SAGAR JYOTI</td><td>19-25.14N 071-15.83E</td></tr> <tr><td>SAGAR KIRAN</td><td>18-44.50N 072-19.63E</td></tr> <tr><td>SAGAR LAXMI</td><td>20-58.00N 071-33.00E</td></tr> <tr><td>SAGAR PRAGATI</td><td>20-58.00N 071-33.00E</td></tr> <tr><td>SAGAR UDAY</td><td>19-07.35N 072-06.45E</td></tr> <tr><td>SUNDOWNER VII</td><td>18-38.79N 072-14.94E</td></tr> <tr><td>TRIDENT XII</td><td>18-45.23N 072-18.00E</td></tr> <tr><td>VICTORY DRILLER</td><td>19-06.08N 070-56.43E</td></tr> <tr><td>VIRTUE-I</td><td>18-58.44N 071-37.44E</td></tr> <tr><td>VALIANT DRILLER</td><td>19-19.46N 071-14.10E</td></tr> </table> <p>2. Wide berth requested.</p>	ABAN ICE	18-45.02N 071-55.42E	ABAN III	19-22.07N 071-26.07E	ABAN IV	19-29.79N 071-19.83E NEW	DISCOVERY-1	19-12.50N 072-02.24E	DYNAMIC VISION	18-39.23N 070-58.86E	DEEP SEA FORTUNE	19-40.14N 072-00.34E	DEEP SEA FOSSIL	18-41.47N 072-20.88E	GREAT DRILLER CHAAYA	18-32.68N 072-13.98E	GREATDRILL CHETNA	21-37.38N 068-26.55E	GREATDRILL CHITRA	19-21.10N 071-47.20E	GREATDRILL CHAARU	18-59.30N 072-16.58E NEW	HARVEY H WARD	19-32.84N 071-22.80E	JINDAL STAR	18-36.20N 072-13.99E	JT ANGEL	20-03.49N 071-23.92E	KEDARNATH	19-34.12N 071-46.90E	MERCURY FOCUS	21-18.12N 072-31.64E	PARAGON L-786	18-31.16N 072-14.46E	PARAGON M 1161	19-17.55N 071-16.91E	RON TAPMEYAR	19-16.42N 071-26.87E	SAGAR GAURAV	19-07.88N 070-58.50E	SAGAR SHAKTI	19-39.70N 071-04.71E	SAGAR JYOTI	19-25.14N 071-15.83E	SAGAR KIRAN	18-44.50N 072-19.63E	SAGAR LAXMI	20-58.00N 071-33.00E	SAGAR PRAGATI	20-58.00N 071-33.00E	SAGAR UDAY	19-07.35N 072-06.45E	SUNDOWNER VII	18-38.79N 072-14.94E	TRIDENT XII	18-45.23N 072-18.00E	VICTORY DRILLER	19-06.08N 070-56.43E	VIRTUE-I	18-58.44N 071-37.44E	VALIANT DRILLER	19-19.46N 071-14.10E
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<p>696. Cancel NAVAREA VIII 657 687 /15 and this MSG.</p>																																																														
<p>697. NAVAREA VIII Warnings in force as on 23 Oct 15</p> <p>2014 Series – 676</p> <p>2015 Series – 124 287 288 298 334 386 408 439 445 484 486 498 507 514 522 547 556 565 567 573 582 616 629 632 633 635 640 641 644 645 646 650 651 655 657 660 662 668 671 672 673 676 677 679 680 681 682 683 684 685 686 687</p> <p>(a) NAVAREA VIII warnings less than 42 days old promulgated via SafetyNet.</p> <p>(b) Text of NAVAREA VIII warnings in force including those which no longer broadcast available on www.hydrobharat.nic.in.</p> <p>(c) Cancel this MSG 301000 UTC Oct 15.</p>																																																														
<p>698. Indian West Coast – Gulf of Khambhat. Charts 21 209 210 254 292 INT 71. Firing practice by CG aircraft scheduled on 29 Oct 15 from 0130-1130 UTC in area bounded by 20-18.50N 072-02.50E, 20-18.50N 072-15.00E, 20-09.50N 072-12.00E, 20-09.50N 072-00.00E.</p> <p>2. Safe flying Ht 1.6 KM.</p> <p>3. Cancel this MSG 291230 UTC Oct 15.</p>																																																														

<p>699. India West Coast – Arabian Sea. Charts 21 22 293 INT 71. Firing by IN ships scheduled on 31 Oct from 0030-0830 and 1230-1730 UTC, safe flying Hts 10 KM and 22 KM and on 01 Nov from 0030-0830 UTC, safe flying Ht 17 KM in area bounded by 17-31N 069-56E, 17-56N 070-18E, 17-34N 071-00E, 15-40N 072-48E, 15-03N 072-17E, 14-47N 071-25E.</p> <p>2. Cancel this MSG 010930 UTC Nov 15.</p>										
<p>700. India West Coast – Okha. Charts 21 202 203 251 271 291 2013 2068 INT 71. Firing practice by Naval Coast Battery scheduled on 29 Oct 15 from 0530-0730 UTC.</p> <p>2. Danger area extending up to 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E. Safe flying Ht 13 KM.</p> <p>3. Cancel this MSG 290830 UTC Oct 15.</p>										
<p>701. India East Coast – Chennai. Charts 32 33 313 356 357 3001 INT 706. Firing practice by Naval Coast Battery scheduled on 30 Oct 15 from 0530 - 0730 UTC.</p> <p>2. Danger sector extending up to 11 NM between bearing 045 and 075 from 13-07.02N 080-18.01E. Safe flying Ht 12.8 KM.</p> <p>3. Cancel this MSG 300830 UTC Oct 15.</p>										
<p>702. Lakshadweep Sea – Hadhdhunmathee Atoll. Chart INT 71. Vessels Noomas and Atoll express reported submerged and 04 TEU containers drifting easterly in position 01-40N 074-16E.</p> <p>2. Cancel this MSG 291000 UTC Oct 15.</p>										
<p>703. Indian Ocean – off Saya de Malha Bank. SLFV Thejana-07 reported capsized in position 10-03S 062-25E. All crews rescued.</p> <p>2. Cancel this MSG 281000 UTC Oct 15.</p>										
<p>704. Indian Ocean – NE of Saya de Malha Bank. SLFV Tissa reported adrift due engine failure in position 08-38S 062-35E.</p> <p>2. Cancel this MSG 291000 UTC Oct 15.</p>										
<p>705. India West Coast – Gulf of Kachchh. Chart 203 INT 71. Salaya channel buoy Kachchh (22-38N 069-13E) retrieved.</p>										
<p>706. Bay of Bengal – Myanmar Waters. Charts 371 INT 71. MV Viking Vision progressing seismic survey till 31 Jan 16 in area bounded by 18-15.00N 093-14.00E, 18-15.00N 093-44.77E, 17-54.98N 093-54.82, 17-30.00N 093-48.92E, 17-30.00N 096-21.00E.</p> <p>2. Unauthorized navigation, anchoring, fishing and trawling prohibited within 4 KM from survey area.</p> <p>3. Cancel this MSG 010001 UTC Feb 16.</p>										
<p>707. Andaman Sea – Myanmar Waters. Charts 41 INT 71. RV Polarcusamani progressing seismic survey till 25 Dec 15 in area bounded by 12-19.10N 095-30.84E, 12-15.10N 096-18.84E, 11-40.10N 096-18.83E, 11-40.10N 095-26.84E.</p> <p>2. Unauthorized navigation, fishing and trawling prohibited within 4 KM from survey area.</p> <p>3. Cancel this MSG 160001 UTC Dec 15.</p>										
<p>708. Andaman Sea – Myanmar Waters. Charts 41 INT 71. Barge Lanjlang, H Yang Shi You and Lanjing progressing wellhead platform and pipeline installation till 15 May 16 in area bounded by 14-01.57N 095-49.35E, 14-24.53N 096-02.04E, 14-08.48N 095-51.41E, 14-10.63N 096-04.80E.</p> <p>2. Unauthorized, fishing and trawling prohibited within 4 KM from survey area.</p> <p>3. Cancel this MSG 160001 UTC May 16.</p>										
<p>709. Cancel NAVAREA VIII 677. India East Coast – Bay of Bengal. Charts 31 391. Rig list correct at 271000 UTC Oct 15</p> <table border="0"> <tr> <td>DDKG-2</td> <td>20-07.50N 087-27.00E</td> </tr> <tr> <td>MPW RIG 805</td> <td>16-40.12N 082-25.68E</td> </tr> <tr> <td>PLATINUM EXPLORER</td> <td>15-07.00N 082-08.60E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-22.73N 082-01.39E</td> </tr> <tr> <td>SAGAR BHUSAN</td> <td>16-04.63N 081-38.16E</td> </tr> </table> <p>2. Wide berth requested.</p>	DDKG-2	20-07.50N 087-27.00E	MPW RIG 805	16-40.12N 082-25.68E	PLATINUM EXPLORER	15-07.00N 082-08.60E	SAGAR RATNA	16-22.73N 082-01.39E	SAGAR BHUSAN	16-04.63N 081-38.16E
DDKG-2	20-07.50N 087-27.00E									
MPW RIG 805	16-40.12N 082-25.68E									
PLATINUM EXPLORER	15-07.00N 082-08.60E									
SAGAR RATNA	16-22.73N 082-01.39E									
SAGAR BHUSAN	16-04.63N 081-38.16E									
<p>710. Indian Ocean – Central Lakshadweep. Charts 268. Suheli Par light (10-02.30n 072-17.00e) unlit.</p>										
<p>711. India West Coast – off Mumbai ODA. Chart 21 INT 71. SV Fugro mapper progressing survey till 25 Nov 15 in vicinity of 18-47.75N 071-15.67E, 18-48.65N 072-13.67E, 20-04.98N 071-59.73E, 20-19.15N 071-48.01E, 19-44.45N 071-08.98E, 22-36.87N 068-28.05E, 22-18.67N 068-34.45E, 19-41.61N 071-25.08E, 19-37.38N 071-32.82E, 19-08.42N 070-53.87, 19-21.08N 071-14.65E, 22-25.98N 068-33.13E, 19-14.25N 072-06.47E, 19-08.73N 072-07.03E.</p> <p>2. Wide berth around vessel requested.</p> <p>3. Cancel this MSG 251830 UTC Nov 15.</p>										
<p>712. India West Coast – Arabian Sea. Chart 22 INT 71. Vessel MGS Sagar progressing survey till 22 Dec 15 in area 14-30N 071-54E, 14-36N 073-24E, 11-12N 074-54E, 11-12N 073-42E, 12-18N 073-42E, 12-18N 071-54E.</p> <p>2. Wide berth around vessel requested.</p> <p>3. Cancel this MSG 221830 UTC Dec 15.</p>										
<p>713. Cancel NAVAREA VIII 522/15 and this MSG.</p>										

<p>721. Continued.</p> <p>13 Nov 15 0900-1200 and 1230-1430</p> <p>17 Nov 15 0900-1200</p> <p>20 Nov 15 0900-1200</p> <p>24 Nov 15 0900-1200</p> <p>27 Nov 15 0900-1200 and 1230-1430</p> <p>2. Firing area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44.0N 076-17.5E, 09-42.5N 076-09.5E. Safe flying Ht 10 KM.</p> <p>3. Cancel this MSG 271530 UTC Nov 15.</p>
<p>722. <u>NAVAREA VIII Warnings in Force as on 30 Oct 15</u></p> <p><u>2014 Series</u> – 676</p> <p><u>2015 Series</u> – 124 287 288 298 334 386 408 439 445 484 486 498 507 514 547 556 565 567 573 582 616 633 635 644 646 651 655 660 672 673 676 686 694 699 705 706 707 708 710 711 712 714 715 716 717 718 719 720 721</p> <p>(a) NAVAREA VIII warnings less than 42 days old promulgated via SafetyNet.</p> <p>(b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on www.hydrobharat.nic.in.</p> <p>(c) Cancel this MSG 061000 UTC Nov 15.</p>
<p>723. <u>India West Coast – off Mumbai ODA.</u> Chart 255 INT 71. MV Kamrup progressing survey till 15 Nov 15 along joining co-ordinates one KM either side of line</p> <p>Line (1) 18-46.5N 072-45.4E, 18-34.1N 072-15.2E, 19-09.6N 071-25.3E.</p> <p>Line (2) 18-46.7N 072-42.6E, 18-57.2N 072-32.2E, 19-17.2N 072-00.5E, 19-25.4N 071-31.2E.</p> <p>2. Vessel towing survey equipment with tow length of 150 Mtr. Wide berth around vessel requested.</p> <p>3. Cancel this MSG 151830 UTC Nov 15.</p>

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West coast of india pilot (INP-1)

Chapter –8 (Page 260),

(Source: Ambuja Cements Limited,
Muldwarka)

Article 8.189, Para 5, Anchorage
Delete and replace by,

Two Anchorages south of
breakwater are established.
Anchorage "A" for vessels up to
4000 GRT and Anchorage "B" for
vessels over 4000 GRT .

Article 8.189, Para 6, line 2
Delete and replace by,

Pilot Boarding ground in position
(1.4 miles SW of breakwater)

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
PORTO DE PEBANE							
D6576	- Ponta Matirre	17 16.56 S 38 10.99 E	Fl(2+1)W 12s	53	13	White metal framework tower, red bands 13	TE 2015
D7674.6	Shilat	27 59.82 N 51 22.82 E	Fl W 5s	10	8	Tower	
*	*	*	*	*	*	*	*
CAPE AGULHAS TO CAPE ST FRANCIS. ORIBI OILFIELD							
D8740	- Orca	35 14.00 S 21 29.87 E	Horn Mo(U) 31s	..	..	Platform	(bl 0.75, si 1) x 2, bl 2.5, si 25 TD 2015
D8740.1	- CALM	35 13.27S 21 30.03E	Fl(4)Y 15s	..	..	Superbuoy	TE 2015
	- -	..	Horn Mo(U)31s	..	..	..	(bl 0.75, si 1) x 2, bl 2.5, si 25 TD 2015
F0413	- Mul Dwarka Port. Breakwater. Head	20 45.18 N 70 39.96 E	Fl (3)W 10s	25	5		
F0413.05	- - - Centre	20 45.36 N 70 39.89 E	Oc 5s	20	1	△ on beacon	
F0413.1	- - S Jetty. S head	20 45.24 N 70 39.98 E	Oc R 10s	20	1		
F0413.15	- - - N head	20 45.39 N 70 39.92 E	Iso 5s	13	1	△ on beacon	
F0413.2	- - N Jetty. Head	20 45.58 N 70 39.84 E	Oc G 10s	15	1		
F0413.4	- - Ldg Lts 341° Front.	20 45.82 N 70 39.82 E	Iso W 10s	29	3	△ on beacon	
F0413.41	- - - Rear (310m from front)	20 45.99 N 70 39.76 E	Oc W 10s	37	3	▽ on beacon	
F0413.5	- - Ldg Lts 343°. Front	20 45.85 N 70 39.89 E	Iso R 10s	29	3	△ on beacon	
F0413.51	- - - Rear (280m from front)	20 45.98 N 70 39.85 E	Oc R 10s	37	3	▽ on beacon	
F0756	Cheriyakara Island	10 02.35 N 72 17.08 E	Fl(2)W 20s	38	19	White metal column, red bands 30	W207°-199° (352°). TE 2015
	-	..	Racon	..	..	..	ILRS Vol 2 Station 79070 TD 2014
F1225	- Chisen (Campbell Bay)	06 59.19 N 93 55.60 E	Fl(2)W 10s	45	6	White square masonry tower 6	fl 0.5, ec 2.5, fl 0.5, ec 6.5 TE 2015
F1226	- Campbell Bay. Ldg Lts 319°30'. Front	07 00.44 N 93 55.08 E	Q W	10	5	Red△ on white rectangular tower 8	TE 2015

7.2

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F1226.1	- - - Rear. 50 m from front	07 00.42 N 93 55.09 E	Fl W 5s	22	5	White Δ on white square concrete tower, red bands 19	TE 2015 *
F1227	- - Breakwater	06 59.45 N 93 56.28 E	Fl W 5s				TE 2015 *
F1674.45	Tanjung Piai	01 14.28 N 103 29.64 E	Fl Y 5s	..	..	x on yellow pole	*
F1677.7	- Tanjung Bin Power Station	01 19.62 N 103 33.14 E	Fl Y 3s	..	..	x on pile beacon	*
F1684	- Sultan Shoal	01 14.38 N 103 38.88 E	Fl(2)W 15s	20	15	White round tower on 2-storey dwelling 21	fl 0.2, ec 3.6, fl 0.2,ec 11. Ra refl. ILRS Vol 2 Station 80260 MMSI No 005631144 *
	- -	..	Racon	..	..	..	ILRS Vol 2 Station 80260
	- -	..	AIS	..	..	..	MMSI No 005631144 *
F1695	- Sebarok	01 11.87 N 103 48.43 E	Fl R 5s	8	5	Red beacon	See F1694.9 MMSI No 995630022 *
	- -	..	AIS	..	..	..	MMSI No 995630022 *
SINGAPORE PORT. SISTERS FAIRWAY							
F1721	- Terumbu Selegi	01 13.58 N 103 49.59 E	Fl R 2.5s	6	5	Red round tower on red base	MMSI No 005631141 *
	- -	..	AIS	..	..	..	MMSI No 005631141 *
F1740	- Malang Papan	01 24.10 N 103 59.34 E	Fl G 5s	6	5	Green Δ on green post, concrete base 4	MMSI No 005631142 *
	- -	..	AIS	..	..	..	MMSI No 005631142 *
K0878.05	- -	02 11.04 S 99 43.86 E	Fl R 4s	7	4	Red \square on red beacon	fl 0.5. Ra refl. TE 2015 *
K0878.3	- Siuban Bay	02 11.22 S 99 44.17 E	Fl W 5s	10	12	White beacon 12	*

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

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

NIL

INP 31(2), 2014

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

NIL

INP 31(5), 2011

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

NIL

INP 31(6), 2012

(Last correction: Edition No. 11 dated 01 Jan 2015)

PAGE 54, MUL DWARKA, Pilots and Port, PROCEDURE

Delete entry and replace by:

(3) **Pilot Boards** in position 20°43'.91N, 70°39'.50E

(Source: Gujarat Ambuja Cement Pvt. Ltd)

(21/15)

SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

1. Mariners at sea whilst on passage, or whilst entering / leaving ports / harbours and other waterways, are requested to look out for new or suspected dangers to navigation, changes in aids to navigation, or corrections to published charts and Sailing Directions. Whenever any such changes / dangers are observed, mariners are requested to notify the same to the Chief Hydrographer to the Government of India at the following address: -

National Hydrographic Office
107-A, Rajpur Road,
Dehradun - 248001
(UTTARAKHAND), INDIA
e-mail: - inho-navy@nic.in, msis-inho-navy@nic.in
Fax No.: +91-135- 2748373
WEB: www.hydrobharat.nic.in

Instructions for filling up IH 102

2. Kindly follow the instructions below in order to help the Hydrographic Office (the recipient) to quickly issue NAVAREA warning / Notice to Mariners for the benefit of all other mariners at sea.

Position Reporting

3. Accurate position or knowledge of position error is of great importance. Latitude and Longitude should only be used to specify position details when they have been fixed by GPS or Astronomical Observations. A full description of the method, equipment, time and datum (WGS 84/Everest/Other) used should be given. When position is defined by sextant angles or bearings (true or magnetic to be specified), more than two bearings should be used in order to provide a redundancy check. Distances observed by Radar should be corrected for index errors. Where position is derived after the event, from other observations and/or Dead Reckoning, the methodology of deriving the position should be included.

4. Paper Charts. A copy/tracing of largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.

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

Depth Reporting

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

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

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

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

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

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

10. Changes to Port information should be forwarded on Form IH.102A together with form IH.102. Form 102 A contains the information required for Sailing Directions and should be used as an *aide memoir*. The Mariners Handbook, NP100, Chapter 8 gives general instructions. Where there is insufficient space on the forms an additional sheet should be used.

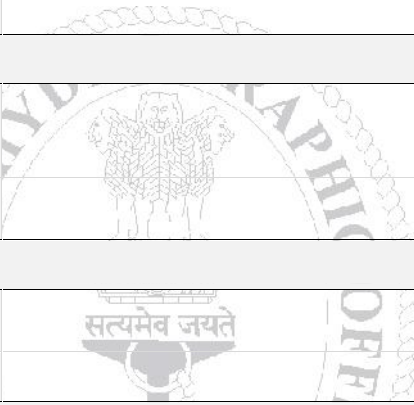
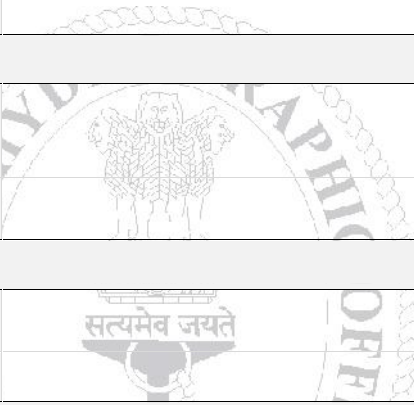
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication from National Hydrographic Office to the sender of Hydrographic Notes will only be necessary to verify unusual features or abnormal values reported.



HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, 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					

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

7. TUGS (Continued)	
Requesting authority	
Availability timing / Communication	
Hiring charges	
8. BERTHING AND WHARVES	
Type & Number of berths available	
Length	
Depth alongside	
Facilities available	
Procedure for requesting berth & hiring charges	
9. CARGO HANDLING	
Containers	
Lighters & Ro-Ro etc.	
10. CRANES	
Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach	
Container handling facilities	
11. BRIDGES	
Vertical clearance	
12. REPAIRS	
Hull machinery and underwater	
Ship and Boat yards	
Docking or Slipway facilities (Size/ Dimensions of vessels handled)	
Hards and Ramps	
Divers / Diving assistance	
13. SERVICES	
Radio / FAX / Telephone / Internet etc.	
Medical	
Quarantine	
Consul	
Ship chandlery and Stevedores	
Compass adjustment	
Tank cleaning	
Hull painting	
Police / Ambulance / Firefighting (Fixed and Mobile facilities)	
Nav. Warning and Weather bulletin	
Garbage disposal / Waste oil disposal	
Helicopter landing facilities	

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



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC