

INDIAN NOTICES TO MARINERS



EDITION NO. 21 DATED 01 NOV 2017

(CONTAINS NOTICES 150 TO 154)

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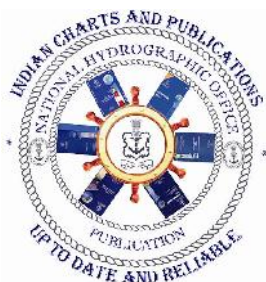
WWW
www.hydrobharat.gov.in

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

FEEDBACK: msis-inho@navy.gov.in



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



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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 Charts that are available for mariners in the market are 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>
2039	15-09-2017	GULF OF KHAMBHAT NORTHERN PORTION LIMITS 21° 30'.00N; 72° 11'.00E. 21° 48'.70N; 72° 38'.50E.	75,000	2	Rs. 1870.00
4104	15-07-2017	APPROACHES TO PORT MEADOWS AND KOTARA ANCHORAGE LIMITS 11° 54'.20N; 92° 42'.80E. 12° 02'.80N; 92° 56'.35E.	25,000	6	Rs. 1870.00

2. The new edition 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 & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
21	15-07-2017	MUSCAT TO MUMBAI LIMITS 17° 30'.00N; 58° 15'.00E. 25° 47'.20N; 73° 29'.00E.	15,00,000	2	Rs. 1870.00
4177	15-07-2017	TILLANCHANG ISLAND LIMITS 08° 22'.60N; 93° 33'.20E. 08° 36'.00N; 93° 42'.00E.	25,000	6	Rs. 1870.00

3. 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>
2039	31-07-2002	GULF OF KHAMBHAT(CAMBAY) NORTHERN PORTION	2039	15-09-2017
21	29-02-2004	MUSCAT TO MUMBAI	21	15-07-2017
4177	30-11-2012	TILLANCHANG ISLAND	4177	15-07-2017

4. 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>
IN42039K	2039	GULF OF KHAMBHAT NORTHERN PORTION	25-10-2017
IN54104P	4104	APPROACHES TO PORT MEADOWS AND KOTARA ANCHORAGE	25-10-2017

VI

5. The new edition 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>
IN121MTB	21	MUSCAT TO MUMBAI	25-10-2017
IN52101A	2101	APPROACHES TO HAZIRA	25-10-2017
IN62108E	2108	ESSAR BULK TERMINAL	25-10-2017
IN62034P	2034	HAZIRA PORT	25-10-2017
IN54010U	4010	HUT BAY	25-10-2017
IN54177T	4177	TILLANCHANG ISLAND	25-10-2017

6. 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>
IN121MTB	21	MUSCAT TO MUMBAI	30-11-2015
IN42039G	2039	GULF OF KHAMBHAT(CAMBAY) NORTHERN PORTION	14-10-2004
IN54010U	4010	HUT BAY	09-02-2007
IN52101A	2101	APPROACHES TO HAZIRA	26-04-2016
IN62108E	2108	ESSAR BULK TERMINAL	26-04-2016
IN62034P	2034	HAZIRA PORT	26-04-2016
IN54177T	4177	TILLANCHANG ISLAND	31-01-2013

7. 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	
3009 (INT 7407)	CALCUTTA DOCKS	17,500	New Chart
	KAKINADA PORT	10,000	
	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

VII

Availability of ENC's

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

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Web site: www.hydro.gov.uk	C-MAP Norway AS Nyaskaiveien 2, 4379 Egersund, Norway Ph: +47 51 464700, +91 2262233326 Mob: +91 9820238542 Fax: +47 51 464701, +91 2267939504 Email: enc@c-map.com , info@c-map.co.no Website: www.c-map.com
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: data@ecc.no Website: - www.primar.org	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad - 500 034 Telangana 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 150 to 154 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
245	1	153
406 (INT 7443)	6	151
2034 (INT 7349)	2	150
2092	1	153
2101 (INT 7347)	2	150
2108	2	150
2506 (INT 77394)	1	152
2514 (INT 7739)	1	152
4010	6	151
4015	6	154
4016	6	154



SECTION – II
PERMANENT NOTICES

***150 (21/17) INDIA – WEST COAST – Gulf of Khambhat (Cambay) – Southern Portion – General Area.**

Source: NHO.

Chart 2101 (INT 7347) [previous update 075/17]

Insert accompanying block showing amendments to general area; centered on: 21° 04′.87N., 72° 37′.90E.

Chart 2108 [previous update 075/17]

Insert accompanying block showing amendments to general area; centered on: 21° 04′.87N., 72° 37′.90E.

Chart 2034 (INT 7349) [previous update 208/16]

Insert accompanying block showing amendments to general area; centered on: 21° 04′.87N., 72° 37′.90E.

***151(21/17) INDIA – ANDAMAN SEA – Little Andaman Islands – Hut Bay – Isolated Danger Mark.**

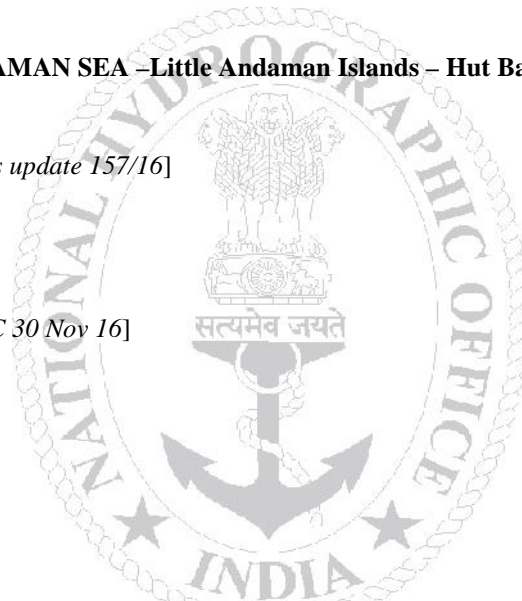
Source: INLCU L52 Port Blair.

Chart 406 (INT 7443) [previous update 157/16]

Insert  Fl.W 10° 37′.96N., 92° 34′.62E.
10° 35′.46N., 92° 33′.62E.

Chart 4010 [previous update NC 30 Nov 16]

Insert  Fl.W 10° 37′.88N., 92° 34′.52E.
10° 35′.38N., 92° 33′.52E.



***152 (21/17) INDIAN OCEAN – MAURITIUS – Grand Bay and Grande Riviere Noire Bay– FAD.**

Source: Hydrographic Unit, Mauritius.

Chart 2506 (INT 77394) [previous update NC 31 Jan 17]

Insert Accompanying note “FISH AGGREGATING DEVICES” centered on suitable position.

Chart 2514 (INT 7739) [previous update NE 15 Jun 17]

Replace Accompanying note “FISH AGGREGATING DEVICES” centered on 20° 11′.45S., 57° 32′.05E.

153 (21/17) GULF OF OMAN – UNITED ARAB EMIRATES – Port of Khawr Fakkan and Fujayrab including the offshore Anchorage – Light, Breakwater and RACON.

Source: BA Notice 3021/17.

Chart 245 [previous update 198/16]



Insert	 Oc.G.3s22m7M  Racon (T) breakwater, firm line, joining;	(a)	25° 11′.05N., 56° 22′.98E. (a) above. 25° 11′.90N., 56° 21′.50E. (Shore) 25° 11′.60N., 56° 22′.90E. (a) above.
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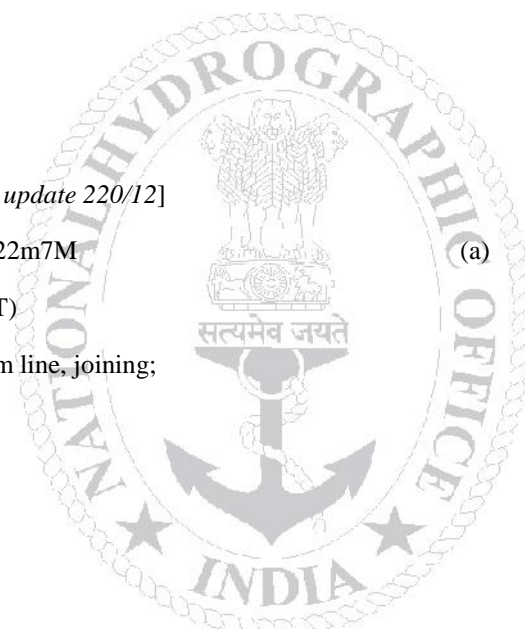
Chart 2092 (Plan C) [previous update 220/12]

Insert	 Oc.G.3s22m7M  Racon (T) breakwater, firm line, joining;	(a)	25° 11′.05N., 56° 22′.98E. (a) above. 25° 11′.90N., 56° 21′.50E. (Shore) 25° 11′.60N., 56° 22′.90E. (a) above.
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Delete	Racon (T)		25° 10′.50N., 56° 22′.13E.
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Chart 2092 (Plan B) [previous update 220/12]

Insert	 Oc.G.3s22m7M  Racon (T) breakwater, firm line, joining;	(a)	25° 11′.05N., 56° 22′.98E. (a) above. 25° 11′.90N., 56° 21′.50E. (Shore) 25° 11′.60N., 56° 22′.90E. (a) above.
Delete	Racon (T)		25° 10′.50N., 56° 22′.13E.



***154 (21/17) Miscellaneous updates to charts.**

Source: NHO Dehradun.

Chart	Previous Updates	Details
4016	032/17	Insert Chart No.4104 and Magenta limit as follows: 11° 59′.00N., 92° 42′.80E. (N Border) 11° 54′.20N., 92° 42′.800E. 11° 54′.20N., 92° 56′.35E. 11° 59′.00N., 92° 56′.35E. (N Border)
4015	032/17	Insert Chart No.4104 and Magenta limit as follows: 12° 02′.80N., 92° 43′.00E. (W Border) 12° 02′.80N., 92° 56′.35E. 11° 55′.60N., 92° 56′.35E. (S Border)

SECTION – III

TEMPORARY AND PRELIMINARY NOTICES

NIL



SECTION – IV

MARINE INFORMATION

1. NAVTEX TRANSMISSION

Status of MSI Promulgation by NAVTEX Stations is as follows:-

Mauritius (Cassis) - Operational

Seychelles (Mahe) - Operational

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

INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz								
Sl.	Station Name	B1	Broad Cast Timings in UTC					
(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)	Balasure	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 icgmcc_mumbai@mtnl.net . Any suspicious activity of skiffs / boats to be photographed if possible. Merchant vessels with armed guards on board are to report presence of guards to Indian Navy/Coast Guard while transiting Indian EEZ.

3. DISPLAY ANOMALIES IN ECDIS

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

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

(b) Some Electronic Chart Display and Information Systems (ECDIS) may exhibit operating anomalies. The International Maritime Organization's (IMO) circular SN.1/CIRC.312 pages /imodocs.aspx (registration required) lists identified anomalies, 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 (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.

List of Indian Chart Agents

<p>OSA Books and Periodicals R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: rpani246@gmail.com</p>	<p>M/s VDO Marine Insrtuments Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow & Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: atmain@md4.vsnl.net.in</p>
<p>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</p>	<p>E.W.Liner Charts & Publication (India) 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>M/s C & C Marine Combine 25 Bank Street, 1st 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>Gujarat Pipavav Port Limited PO – Uchchaya, Dist – Amereli, Gujarat – 365 560 Tele: +91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)</p>
<p>M/s SVR Chart Agencies 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>SMS Marine Private Ltd 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>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</p>	<p>Global Marine Infratech Pvt. Ltd. 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>M/s Lift o Marine 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>L. R. Marine Services 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>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</p>	<p>M/s IIC Technologies Limited 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@ictechnologies.com sanjeev.sharma@ictechnologies.com Web: www.ictechnologies.com</p>
<p>M/s Zenith Surveys (I) Pvt. Ltd. Lakhani’s Plam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: zenithsurveys703@gmail.com nyvmane@yahoo.com Web: www.zenithsurvey.com</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 31 Oct 17:

2016 SERIES – 432 464 572 644 723

2017 SERIES – 016 119 305 323 345 366 381 394 414 455 485 486 493 511 514 529 543 576 601
635 657 662 678 685 697 703 710 713 716 717 719 723 733 736 748 751 754 755 756 757 758
759 760 761 762 763 764 765 766 767

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

729.	India West Coast - off Beypore. Charts 22 219 258 259 272 INT 71. Partially submerged abandoned fishing boat Immanuel reported adrift 11-35N 074-58E ON 14 OCT 17. Vessels transiting to exercise caution. 2. Cancel this MSG 181000 UTC Oct 17.
730.	Central Bay Of Bengal. Charts 33 INT 71. SLFV Dinuka4 (11-46N 086-23E) and Sudis Putha (12-07N 087-35E) reported adrift at 140300 and 150630 UTC Oct 17. 2. Cancel this MSG 180630 UTC Oct 17.
731.	India West Coast - Mumbai ODA. CHARTS 21 251 255 292 293 INT 71. SV Fugro Mapper progressing soil coring in vicinity of 18-38.2N 071-00.92E, 19-29.98N 071-16.28E, 20-19.08N 072-00.87E, 18-45.23N 072-18E, 19-23N 071-31E, 19-08.71N 072-07.02E. Wide berth Requested. 2. Cancel this MSG 311830 UTC Oct 17.
732.	Central Bay Of Bengal. CHARTS 33 INT 71. Abandoned fishing trawler reported adrift 11-31N 088-18E. 2. Cancel this MSG 191000 UTC Oct 17.
733.	India East Coast - off Karaikal. Charts 32 357 INT 71. Wave recorder and current meter deployed at 10-55N 079-51.63E and 10-55N 079-51.36 E. Wide berth requested. 2. Cancel this MSG 151830 UTC Nov 17.
734.	India East Coast – off Chennai. Charts 31 32 391 INT 71. Firing by CG Aircraft scheduled daily from 23 - 29 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 291230 UTC Oct 17.
735.	Indian Ocean - off Seychelles. Charts 7703 INT 71. Burnt Longliner fishing boat reported adrift 04-28S 057-43 E at 160200 UTC Oct 17. 2. Cancel this MSG 200200 UTC Oct 17.
736.	India West Coast – off Mumbai. Charts 21 22 211 255 293 INT 71. MV Ganga Dolphin progressing survey in area Bounded BY 18-49.3N 072-13.1E, 18-27.8N 072-09E, 18-27.6N 072-24.3E, 18-48.4N 072-23.4E. Wide berth requested. 2. Cancel this MSG 171830 UTC Nov 17.
737.	Andaman Sea – off Rutland I . Charts 33 41 405 INT 71. Firing by naval ships scheduled on 24 Oct 17 from 0130 – 0430 UTC in danger area bounded by 11-09N 092-43E, 11-04N 092-26E, 11-15N 092-32E,11-26N 092-45E. 2. Cancel this MSG 240530 UTC Oct 17.
738.	Lakshadweep Sea – off Colombo. Charts 23 263 264 INT 71. Firing by Naval ships scheduled on 25 Oct from 0330-0930 UTC in danger area bounded by 06-50N 079-25E, 06-50N 079-39E, 06-39N 079-25E, 06-35N 079-39E. 2. Cancel this MSG 251030 UTC Oct 17.
739.	Cancel NAVAREA VIII MSG 711 and this MSG (.) INTM 20/17 section VII refers.
740.	NAVAREA VIII warnings in force as on 20 Oct 17:- 2016 SERIES - 432 464 572 644 723 2017 SERIES – 016 119 189 305 323 345 366 381 394 414 455 485 486 493 511 514 529 543 576 601 610 611 635 657 662 678 682 685 687 691 695 697 701 703 704 710 713 716 717 719 720 723 724 731 733 734 736 737 738 739 (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 271000 UTC Oct 17.
741.	SE Lakshadweep Sea. Charts 23 32 INT 71. Capsized fishing vessel reported in vicinity of 05-33N 077-47E on 16 Oct 17. 2. Cancel this MSG 261000 UTC Oct 17.
742.	SE Lakshadweep Sea. Charts 23 32 INT 71. Capsized sailing vessel reported in vicinity of 06-08N 078-54E on

742. Continued. 16 Oct 17. 2. Cancel this MSG 261000 UTC Oct 17.																																																										
743. India West Coast – off Kochi. 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 from ship and survey boat requested. 3. Cancel this MSG 271830 UTC Oct 17.																																																										
744. India East Coast- Chennai. Charts 31 33 356 357 3001 INT 71. Firing by Naval Coast Battery scheduled on 27 Oct 17 from 0530 - 0730 UTC. 2. Danger sector extending upto 11 NM between bearing 045 and 075 from 13-07.02N 080-18.01E. 3. Cancel this MSG 270830 UTC Oct 17.																																																										
745. Lakshadweep Sea – off Kankasanturai. Charts 32 358 INT 71. Firing by Naval ships scheduled on 27 Oct from 0330-0830 UTC in danger circle extending 5 NM from 09-55N 080-33E. 2. Cancel this MSG 270930 UTC Oct 17.																																																										
746. Cancel NAVAREA VIII MSG 189 and this MSG.																																																										
747. India West Coast . Charts 251 254 255 292 INT 71. Rig list:- <table border="0"> <tr><td>ABAN ICE</td><td>19-39.99 071-35.74E</td></tr> <tr><td>ABAN III</td><td>18-16.38N 072-22.82E</td></tr> <tr><td>ABAN IV</td><td>19-21.95N 071-15.56E</td></tr> <tr><td>ACTINIA</td><td>19-19.57N 071-01.61E</td></tr> <tr><td>CE THORNTON</td><td>18-40.10N 072-13.56E</td></tr> <tr><td>DEEP SEA FORTUNE</td><td>18-33.63N 072-14.94E</td></tr> <tr><td>DEEP SEA FOSSIL</td><td>18-31.89N 072-16.74E</td></tr> <tr><td>DYNAMIC VISION</td><td>19-11.05N 072-11.21E</td></tr> <tr><td>FG MCCLINTOCK</td><td>18-55.87N 072-18.29E</td></tr> <tr><td>GALVESTON KEY</td><td>20-34.64N 072-00.12E NEW</td></tr> <tr><td>GREAT DRILL CHAAYA</td><td>22-37.91N 068-27.04E</td></tr> <tr><td>GREAT DRILL CHARU</td><td>19-08.76N 071-55.24E</td></tr> <tr><td>GREAT DRILL CHITRA</td><td>19-20.25N 072-05.58E</td></tr> <tr><td>JINDAL STAR</td><td>18-32.28N 072-15.44E</td></tr> <tr><td>NOBLE ED HOLT</td><td>19-07.79N 071-59.93E</td></tr> <tr><td>PARAGON L-786</td><td>18-47.21N 072-19.52E</td></tr> <tr><td>PARAGON M 1161</td><td>19-27.56N 071-11.24E</td></tr> <tr><td>PARAMESWARA</td><td>19-58.02N 071-32.13E</td></tr> <tr><td>ROWAN LOUISIANA</td><td>19-36.89N 071-53.38E</td></tr> <tr><td>SAGAR GAURAV</td><td>22-28.62N 068-26.28E</td></tr> <tr><td>SAGAR JYOTI</td><td>19-21.09N 071-14.64E</td></tr> <tr><td>SAGAR KIRAN</td><td>19-38.05N 071-23.15E</td></tr> <tr><td>SAGAR SHAKTI</td><td>19-15.49N 072-08.23E</td></tr> <tr><td>SAGAR UDAY</td><td>19-08.42N 070-53.87E</td></tr> <tr><td>TRIDENT II</td><td>19-27.35N 071-17.94E</td></tr> <tr><td>VALIANT DRILLER</td><td>19-39.80N 071-17.59E</td></tr> <tr><td>VIRTUE-I</td><td>19-19.47N 071-12.06E</td></tr> <tr><td>VIVEKANANDA-1</td><td>19-15.64N 072-06.59E</td></tr> <tr><td>VIVEKANANDA-2</td><td>19-27.59N 071-24.98E</td></tr> </table> 2. Wide berth requested. 3. Cancel NAVAREA VIII MSG 701.	ABAN ICE	19-39.99 071-35.74E	ABAN III	18-16.38N 072-22.82E	ABAN IV	19-21.95N 071-15.56E	ACTINIA	19-19.57N 071-01.61E	CE THORNTON	18-40.10N 072-13.56E	DEEP SEA FORTUNE	18-33.63N 072-14.94E	DEEP SEA FOSSIL	18-31.89N 072-16.74E	DYNAMIC VISION	19-11.05N 072-11.21E	FG MCCLINTOCK	18-55.87N 072-18.29E	GALVESTON KEY	20-34.64N 072-00.12E NEW	GREAT DRILL CHAAYA	22-37.91N 068-27.04E	GREAT DRILL CHARU	19-08.76N 071-55.24E	GREAT DRILL CHITRA	19-20.25N 072-05.58E	JINDAL STAR	18-32.28N 072-15.44E	NOBLE ED HOLT	19-07.79N 071-59.93E	PARAGON L-786	18-47.21N 072-19.52E	PARAGON M 1161	19-27.56N 071-11.24E	PARAMESWARA	19-58.02N 071-32.13E	ROWAN LOUISIANA	19-36.89N 071-53.38E	SAGAR GAURAV	22-28.62N 068-26.28E	SAGAR JYOTI	19-21.09N 071-14.64E	SAGAR KIRAN	19-38.05N 071-23.15E	SAGAR SHAKTI	19-15.49N 072-08.23E	SAGAR UDAY	19-08.42N 070-53.87E	TRIDENT II	19-27.35N 071-17.94E	VALIANT DRILLER	19-39.80N 071-17.59E	VIRTUE-I	19-19.47N 071-12.06E	VIVEKANANDA-1	19-15.64N 072-06.59E	VIVEKANANDA-2	19-27.59N 071-24.98E
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VIVEKANANDA-2	19-27.59N 071-24.98E																																																									
748. Andaman Sea – Yangon River. Charts 41 452 4019 INT 71. Dredger Chun hing along with support vessels progressing dredging in vicinity of 16-37.5N 096-15.7E. Wide berth requested. 2. Cancel this MSG 151830 UTC Dec 17.																																																										
749. Bay Of Bengal – off Trincomalee. Charts 359 3014 INT 71. Naval firing practice scheduled on 29 Oct 17 from 0330 – 1130 UTC in danger area bounded within 08-20N TO 08-30N and 081-30E to 081-40E. 2. Cancel this MSG 291230 UTC Oct 17.																																																										
750. Indian Ocean -off Reunion Island. Charts INT 70 72. Semi submerged burnt fishing vessel reported in vicinity of 26-43S 055-36E. 2. Cancel this MSG 301000 UTC Oct 17.																																																										
751. Bay Of Bengal - Bangladesh. Charts 31 319 360 361 INT 71. Position of Coxs Bazar It re-established as 21-25.85N 091-58.74E.																																																										
752. Bay Of Bengal - Bangladesh. Charts 31 360 361 INT 71. Marine works in progress in area bounded by 21-42.8N 091-50.6E, 21-39.2N 091-49.4E, 21-35.3N 091-48.1E, 21-34.9N 091-49.3E, 21-40.4N 091-51.2E, 21-40.7N 091-51.3E, 21-40.9N 091-51.7E, 21-41.6N 091-51.7E, 21-42.8N 091-52.3E. 2. Cancel this MSG 311800 UTC Oct 17.																																																										
753. India East Coast. Charts 355 356 INT 706. Rig list:- <table border="0"> <tr><td>ABAN ABRAHAM</td><td>15-59.05N 081-45.09E NEW</td></tr> <tr><td>ABAN II</td><td>16-31.58N 082-18.81E</td></tr> <tr><td>DS MATDRILL</td><td>16-15.66N 081-41.23E</td></tr> <tr><td>JACK BATES</td><td>16-27.43N 082-24.83E</td></tr> </table>	ABAN ABRAHAM	15-59.05N 081-45.09E NEW	ABAN II	16-31.58N 082-18.81E	DS MATDRILL	16-15.66N 081-41.23E	JACK BATES	16-27.43N 082-24.83E																																																		
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753. Continued.	
ESSAR WILDCAT	15-19.57N 080-33.29E
SAGAR BHUSHAN	16-17.70N 082-11.23E
SAGAR RATNA	15-14.63N 080-25.67E
SAGAR VIJAY	16-28.32N 082-22.34E
2.	Wide berth requested.
3.	Cancel NAVAREA VIII MSG 611.
754. Bay Of Bengal - off Chittagong.	Charts 31 360 361 3021 INT 71. Firing scheduled daily till 03 Nov 17 from 0100-1600 UTC in danger area bounded within BRG 330 from 22-23.5N 091-45.33E and BRG 280 from 22-20.75N 091-45.71E upto range of 7 NM to seaward.
2.	Cancel this MSG 031700 UTC Nov 17.
755. India East Coast- Vishakhapatnam.	Charts 31 308 3002 INT 71. Firing by Naval Coast Battery scheduled on 01 Nov 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 010230 UTC Nov 17.
756. India West Coast - off Trivandrum.	Charts 22 222 INT 71. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 01 Nov 17 from 0530-0730 UTC.
2.	Danger sector :- (A) Radius of 05 NM from Thumba between azimuth 190 and 300. (B) Radii of 45 and 75 NM from Thumba between azimuth 220 and 260.
3.	Cancel this MSG 010830 UTC Nov 17.
757. India West Coast – off Ratnagiri.	Charts 22 256 293 INT 71 705. Firing by Naval ships scheduled on 02 Nov 17 from 0230-1030 UTC in danger area bounded within 16-15N TO 16-49N and 071-25E to 072-00E.
2.	Cancel this MSG 021130 UTC Nov 17.
758. India East Coast – off Gopalpur.	Charts 31 352 353 3005 INT 706. Army Air Defence firing and BPTA Flight scheduled on 02 Nov 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 021530 UTC Nov 17.
759. India East Coast . Charts 355 356 INT 706. Rig list:-	
ABAN ABRAHAM	15-59.05N 081-45.09E
ABAN II	16-31.58N 082-18.81E
DS MATDRILL	16-15.66N 081-41.23E
JACK BATES	16-27.43N 082-24.83E
ESSAR WILDCAT	15-19.57N 080-33.29E
SAGAR BHUSHAN	16-17.70N 082-11.23E
SAGAR RATNA	16-22.43N 081-58.65E NEW
SAGAR VIJAY	16-28.32N 082-22.34E
2.	Wide berth requested.
3.	Cancel NAVAREA VIII MSG 753.
760. India West Coast. Charts 251 254 255 292 INT 71. Rig list:-	
ABAN ICE	19-39.99N 071-35.74E
ABAN III	18-16.38N 072-22.82E
ABAN IV	19-25.23N 071-16.98E NEW
ACTINIA	19-19.57N 071-01.61E
CE THORNTON	18-29.86N 072-15.00E NEW
DEEP SEA FORTUNE	18-31.15N 072-14.46E NEW
DEEP SEA FOSSIL	22-19.36N 071-17.90E NEW
DYNAMIC VISION	19-11.05N 072-11.21E
FG MCCLINTOCK	18-55.87N 072-18.29E
GALVESTON KEY	20-34.64N 072-00.12E
GREAT DRILL CHAAYA	22-37.91N 068-27.04E
GREAT DRILL CHARU	19-08.76N 071-55.24E
GREAT DRILL CHITRA	19-02.13N 072-01.44E NEW
JINDAL STAR	19-08.71N 072-07.02E NEW
NOBLE ED HOLT	19-07.79N 071-59.93E
PARAGON L786	18-47.21N 072-19.52E
PARAGON M 1161	19-27.56N 071-11.24E
PARAMESWARA	19-58.02N 071-32.13E
ROWAN LOUISIANA	19-36.89N 071-53.38E
SAGAR GAURAV	22-49.18N 068-29.11E NEW
SAGAR JYOTI	19-21.09N 071-14.64E
SAGAR KIRAN	19-38.05N 071-23.15E
SAGAR SHAKTI	19-15.49N 072-08.23E
SAGAR UDAY	19-08.42N 070-53.87E
TRIDENT II	19-27.35N 071-17.94E
VALIANT DRILLER	19-39.80N 071-17.59E
VIRTUEI	18-39.21N 070-58.86E NEW
VIVEKANANDA1	19-15.64N 072-06.59E
VIVEKANANDA2	19-27.59N 071-24.98E
2.	Wide berth requested.

760. Continued.
3. Cancel NAVAREA VIII MSG 747.
761. Bay Of Bengal - off Chittagong. Charts 31 INT 71. Firing by Naval ships scheduled daily from 31 OCT - 29 Nov 17 from 2200 UTC for 19 hours in danger areas bounded by (A) 21-20.83N 090-34E, 21-41N 091-14E, 21-20.83N 091-28E, 21-00N 090-47.83E (B) 20-46N 090-00E, 20-58N 090-17E, 20-40N 090-38E, 20-28N 090-22E (D) 20-07N 090-52E, 20-22N 091-06E, 20-00N 091-36E, 19-44N 091-21E (D1) 20-22N 091-06E, 20-46.3N 091-31E, 20-24N 091-59E, 20-00N 091-36E (E) 21-18N 089-31E, 21-18N 089-50E, 21-04N 089-54E, 21-04N 089-34E (F) 20-58N 089-34E, 20-58N 089-54E, 20-34N 089-54E, 20-34N 089-34E 2. Cancel this MSG 301800 UTC Nov 17.
762. India West Coast - Mumbai Port. Charts 21 211 255 292 293 2015 2016 INT 71. Buoy OCT1 laid 18-55.5N 072-51.4E.
763. NAVAREA VIII warnings in force as on 27 Oct 17:- 2016 SERIES - 432 464 572 644 723 2017 SERIES - 016 119 305 323 345 366 381 394 414 455 485 486 493 511 514 529 543 576 601 610 635 657 662 678 682 685 687 697 703 710 713 716 717 719 720 723 731 733 734 736 748 749 750 751 752 754 755 756 757 758 759 760 761 762 (A) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet. (B) TEXT OF NAVAREA VIII warnings in force including those which no longer broadcast available in www.hydrobharat.gov.in . 2. Cancel this MSG 031000 UTC Nov 17.
764. India East Coast - Off Mamallapuram. Charts 357 INT 71. Wave Recorder And Current Meter deployed at 12-38.5N 080-14.25E and 12-39.02N 080-12.84E. Wide berth requested. 2. Cancel this MSG 31 Dec 17.
765. India West Coast – Kochi. Charts 22 220 260 2029 INT 71. Firing by Naval Unit scheduled on DATE TIME (UTC) 03 NOV 17 0900-1200 AND 1230-1430 07 NOV 0900-1200 10 NOV 0900-1200 AND 1230-1430 14 NOV 0900-1200 17 NOV 0900-1200 AND 1230-1430 21 NOV 0900-1200 24 NOV 0900-1200 AND 1230-1430 28 NOV 0900-1200 2. Danger area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44N 076-17.5E, 09-42.5N 076-09.5E 3. Cancel this MSG 281300 UTC Nov 17.
766. India East Coast – off Kakinada. Charts 31 32 INT 71. Firing by Naval ships scheduled on 04 Nov 17 from 0130 – 0530 UTC in danger area bounded by 15-30N 083-24E, 16-14N 084-00E, 15-34N 084-46E, 15-08N 084-24E 2. Cancel this MSG 040630 UTC Nov 17.
767. Lakshadweep Sea – off Colombo. Charts 23 32 225 263 264 2063 INT 71. INS Sutlej and Sri Lankan FAC progressing hydrographic survey in area bounded within 06-30N to 07-07N and 079-38E to 079-50E. 2. Wide berth from ship and survey boats requested. 3. Cancel this MSG 23 Dec 17.

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
D7037	- Pointe de Sable	15 43.70 S 46 18.26 E	Oc(2+1)W 6s	13	11	White tower, black cupola, on grey building	W330°- 150°(180°). Partially obscured by building
			*	*	*	*	*
	GOLFE DE TADJOURA. PORT DE DORALE						
D7283.2	- Doraleh Multi-purpose Terminal. W Corner	11 36.02 N 43 03.79 E	FI R	..	5	White post, red bands	
*			*	*	*	*	*
D7283.3	- - E Corner	11 36.10 N 43 04.45 E	FI R	..	5	White post, red bands	
*			*	*	*	*	*
D7578.4	- - NW. M41	28 54.26 N 48 16.23 E	Q W	Yellow beacon, black top	Occas. Reported missing (T) 2017
			*	*	*	*	*
D9118.4	- FSU <i>Khalije Fars</i>	29 07.52 N 49 28.95 E	Lit	Storage Tanker	
*			*	*	*	*	*
F1169.5	Laem Phra Chao. (Kanchanphisck)	07 45.72 N 98 18.33 E	FI W 9s	94	22	.. 19	<i>f/0.21</i> TE 2017
			*	*	*	*	*
	PELABUHAN KLANG. SOUTH APPROACHES						
F1610	- Tanjung Ru (Pulau Carey)	02 50.35 N 101 17.05 E	FI W 5s	29	15	White round GRP tower on piled platform	
			*	*	*	*	*
F1736.9585	--	01 19.74 N 104 10.59 E	FI G 5s				
			*	*	*	*	*
F1736.959	--	01 19.43 N 104 10.49 E	FI G 5s				
			*	*	*	*	*

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 05 dated 01Mar 2017)

NIL

INP 31(2), 2014

(Last correction: Edition No. 20 dated 16 Oct 2017)

PAGE 6, EGYPT (Red Sea Coast) (Contd...)

Delete entry 74550 Tor Bank, Platform ASMA-8

(Source: BA 41/17)

(21/17)

INP 31(5), 2011

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

NIL

INP 31(6), 2012

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

NIL

SECTION – IX
CORRECTIONS TO MISCELLANEOUS NAUTICAL PUBLICATIONS

Indian Notices to Mariners, Special Edition-2016
Special Notice No. 16A (Page 180)

Insert New Notice after Notice 16,

Special Notice No. 16A: FISH AGGREGATING DEVICES (FADs)
(Source: Hydrographic Unit, Mauritius)

1. **Introduction.** Fish Aggregating Devices (FADs) are moored at several locations around Mauritius Island. These are not marked on the navigational charts. The Coordinates of FAD are as follows:-

Sl.No.	NAME	DEPTH(m)	LAT (S)	LONG (E)
(a)	ALBION I	1280	20°09'.446	57°23'.330
(b)	ALBION II	410	20°11'.869	57°22'.891
(c)	BAIE DU CAP	855	20°33'.073	57°23'.283
(d)	BLUE BAY	968	20°29'.110	57°43'.540
(e)	FLAT ISLAND	750	19°49'.434	57°34'.373
(f)	FLIC EN FLAC I	1241	20°15'.995	57°19'.337
(g)	FLIC EN FLAC II	215	20°17'.791	57°20'.645
(h)	GRAND CARREAU	260	20°21'.336	57°55'.531
(j)	LA PRENEUSE	2480	20°17'.711	57°16'.080
(k)	MARITIM	400	20°04'.345	57°29'.160
(l)	MEDINE	2580	20°12'.663	57°17'.410
(m)	MON CHOISY	590	20°01'.424	57°30'.340
(m)	POINTE AUX CAVES	2400	20°10'.741	57°19'.510
(p)	POINTE AUX SABLES	290	20°10'.403	57°24'.222
(q)	PORT LOUIS I	3560	20°02'.816	57°15'.956
(r)	PORT LOUIS II	3409	20°06'.205	57°15'.882
(s)	POUDRE D'OR II	245	20°02'.327	57°46'.035
(t)	PTE AUX CANONNIES	450	19°56'.416	57°33'.579
(u)	RIVIERE NOIRE I	968	20°23'.596	57°16'.771
(v)	RIVIERE NOIRE II	480	20°21'.069	57°19'.780
(w)	RIVIERE NOIRE III	3100	20°17'.901	57°12'.119
(x)	ROCHES NOIRES	732	20°02'.542	57°48'.885
(y)	SOUILLAC	1075	20°33'.793	57°31'.146
(z)	TAMARIN	390	20°20'.630	57°20'.119
(aa)	TOMBEAU BAY	1050	20°04'.413	57°27'.890
(bb)	TROU AUX BICHES I	2023	20°00'.161	57°27'.775
(cc)	TROU AUX BICHES II	2675	20°01'.334	57°24'.387
(dd)	TROU D'EAU DOUCE	992	20°13'.884	57°51'.561

2. **Method of Mooring.** The FADs are anchored with concrete mooring blocks weighing 1 to 2 tons. The mooring rope is a polypropylene of 18 mm diameter. The mooring depth of FADs varies from 200 m to 3900 m. Since mooring rope is in excess of 50-100 m, the FADs move around the moored positions, at the surface within a radius of 200-500 meters for certain FADs.

3. **Top marks and Identification.** FADs are marked with orange coloured (colour code: hex #ff4f00) floats and Radar reflector (mounted on Spar of 2.5-3 m above water level) for ease of detection.



Fig 1: Marker of Fish Aggregating Device

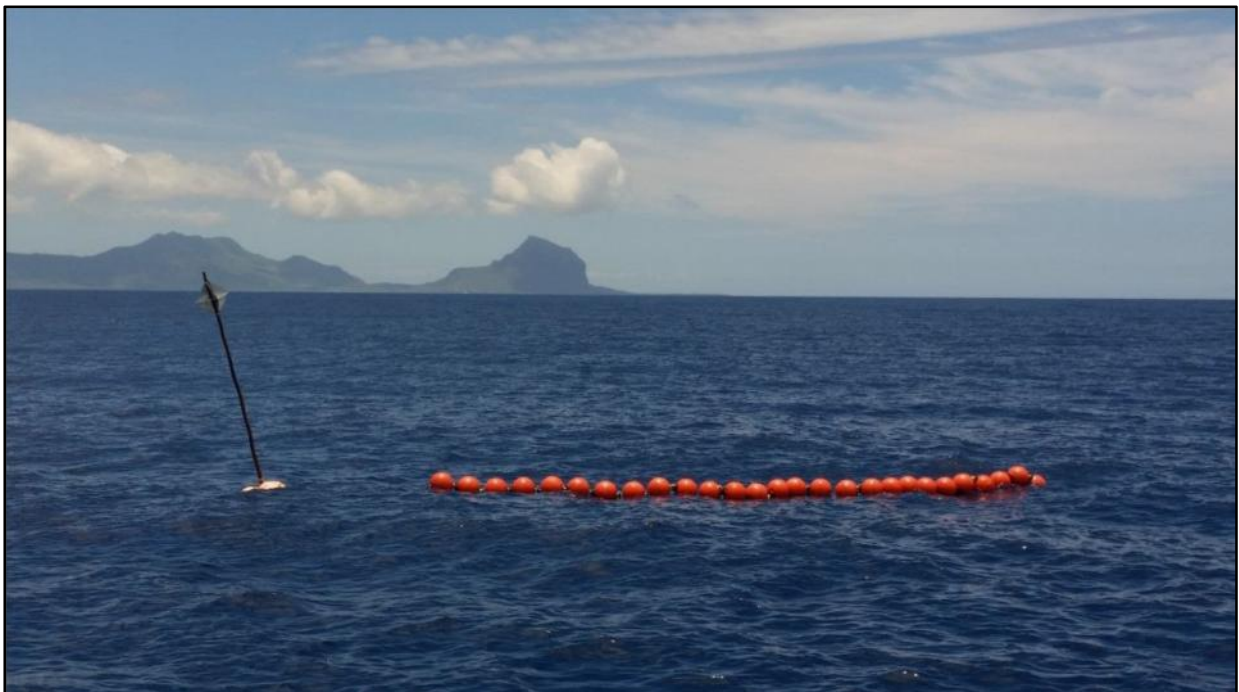


Fig 2: Marker of Fish Aggregating Device

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.

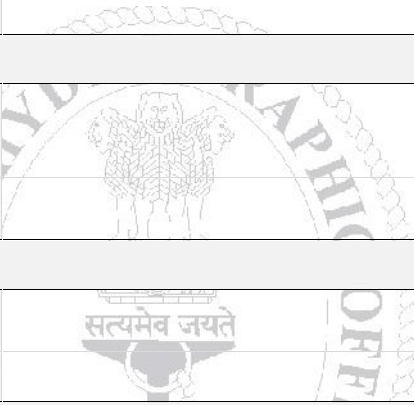
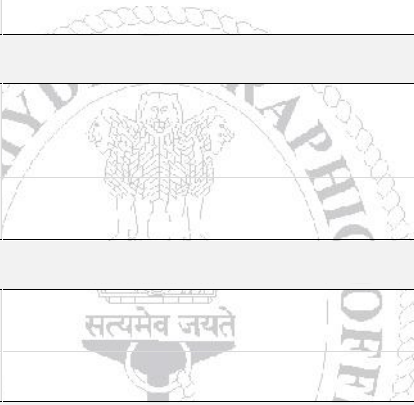
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further,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



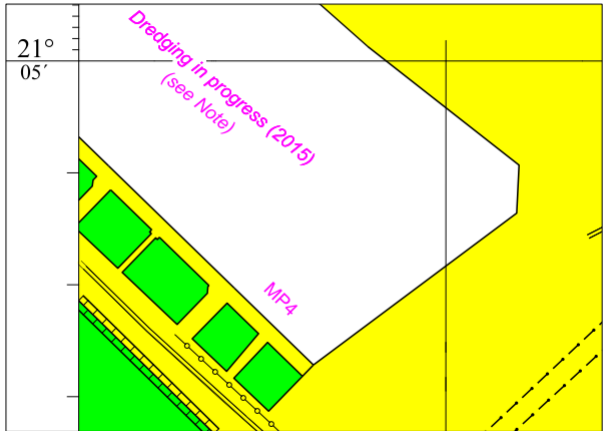
HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes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

To accompany Indian Notice to Mariners No. 150/2017

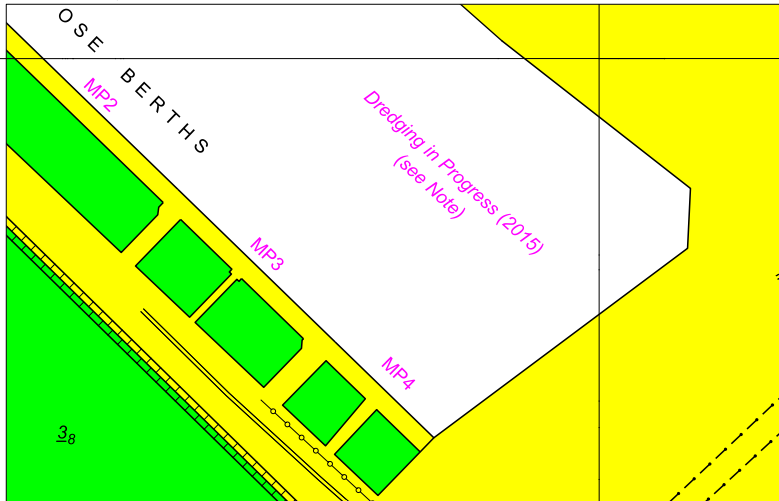


Block correction for Chart No. 2108

$72^{\circ}38'$

To accompany Indian Notice to Mariners No. 150/2017

21°
05'



Block correction for Chart No. 2034

72° 38'

To accompany Indian Notice to Mariners 152/17

Chart 2506 (INT 77394)

FISH AGGREGATING DEVICES

Fish aggregating devices are present in the area of this chart. They are fitted with a string of orange, red or yellow coloured float and a radar reflector. Mariners should keep a distance of 1 mile from these devices. For details see also Indian Notices to Mariners Special Edition Notice No. 16A.

To accompany Indian Notice to Mariners 152/17

Chart 2514 (INT 7739)

FISH AGGREGATING DEVICES

Fish aggregating devices are present in the area of this chart. They are fitted with a string of orange, red or yellow coloured float and a radar reflector. Mariners should keep a distance of 1 mile from these devices. For details see also Indian Notices to Mariners Special Edition Notice No. 16A.



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