



# INDIAN NOTICES TO MARINERS



EDITION NO. 23 DATED 01 DEC 2014

(CONTAINS NOTICES 196 TO 200)

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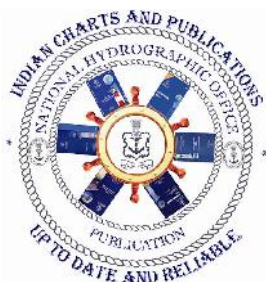
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(PUBLISHED ON NHO WEBSITE ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

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INSIST ON INDIAN CHARTS AND  
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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 from now on will carry a NHO crest as watermark on the reverse with backslip. Agents stamp is made mandatory on all Charts.**

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

**Mariners are strongly advised not to use or encourage the use of counterfeit chart and publications.**

### III

## **EXPLANATORY NOTES**

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

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

**Temporary and Preliminary Notices.** These are indicated by (T) and (P) respectively after the Notice number and are placed in Section III. 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 most of the Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).

(b) Wherever these differences have been ascertained, their average values are published as a Cautionary Note on the chart concerned, as shifts in Latitude and Longitude. Whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.

(c) These datum shift values are not uniform, particularly in areas off Andaman and Nicobar and Lakshadweep Islands, as these places are not linked to mainland network (Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of dangers.

**Source Data on Charts.** All Indian charts contain specific information on their source of hydrographic data. In areas where the source data is very old, incomplete and less reliable, the mariner must use such charts with prudence. Mariner should always use the largest scale charts available for the area. Apart from being the most detailed, the larger scale charts are usually corrected first. Hydrographic information may be sparse on small scale charts. On such charts, a charted shoal may be in error as regards position, least depth and extent. Uncharted dangers may also exist, particularly in areas away from well-established routes. Mariners must exercise due caution.

**Further Guidance.** The Mariner's Hand Book (NP 100) gives full explanation on the use of charts and the type of information contained on charts. In their own interest, all users of charts should refer to it.

## NEWLY PUBLISHED INDIAN CHARTS, ENC<sub>s</sub> AND PUBLICATION

1. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>3001 (7402)</b>	<b>APPROACHES TO CHENNAI</b>	<b>50,000</b>	<b>New Chart</b>
<b>2514 (INT 7739)</b>	<b>APPROACHES TO PORT LOUIS</b>	<b>37,500</b>	<b>New Chart</b>
	<b>PORT LOUIS</b>	<b>12,500</b>	
<b>2520</b>	<b>APPROACHES TO DAR ES SALAAM</b>	<b>30,000</b>	<b>New Chart</b>
<b>3010 (INT 7418)</b>	<b>PARADIP ANCHORAGE</b>	<b>25,000</b>	<b>New Chart</b>
	<b>PARADIP PORT</b>	<b>12,500</b>	
<b>4181</b>	<b>SOUTH BAY AND APPROACHES</b>	<b>25,000</b>	<b>New Chart</b>
<b>4182</b>	<b>CAMPBELL AND ANDERSON BAY</b>	<b>25,000</b>	<b>New Chart</b>

### Availability of ENC<sub>s</sub>.

The complete folios of Official Indian ENC<sub>s</sub> are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC<sub>s</sub> 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 Email: <a href="mailto:helpdesk@ukho.gov.uk">helpdesk@ukho.gov.uk</a> Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>	JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: <a href="mailto:enc@jeppesen.com">enc@jeppesen.com</a> , <a href="mailto:info@c-map.co.no">info@c-map.co.no</a> Website: <a href="http://www.jeppesen.com">www.jeppesen.com</a>
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: <a href="mailto:-data@ecc.no">-data@ecc.no</a> Website: - <a href="http://www.primar.org">www.primar.org</a>	

**SECTION – I**

The list of charts affected by the Notices 196 to 200 contained in this edition are as follows:


<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
21	2	197, 198(T), 200(T)
22 (INT 752)	3	198(T), 200(T)
31	5	199(T)
32 (INT 754)	5	198(T), 199(T)
33	5	199(T)
202	2	197
203 (INT 7319)	2	197
204	2	197
205	2	197
206	2	197
207	2	197
208	2	197
211	3	200(T)
214	3	198(T)
215	3	196, 198(T)
216	3	196
221	3	198(T)
251 (INT 7318)	2	197
252 (INT 7325)	2	197
254 (INT 7331)	2	197
255 (INT 7334)	3	200(T)
257 (INT 7343)	3	196, 198(T)
259 (INT 7356)	3	198(T)
260 (INT 7362)	3	198(T)
271	2	197
272	4	198(T)
291	2	197
292 (INT 7021)	2	197, 198(T), 200(T)
293 (INT 7022)	3	196, 198(T), 200(T)
308	5	199(T)
352 (INT 7416)	5	199(T)
354 (INT 7408)	5	199(T)
355 (INT 7405)	5	199(T)
357 (INT 7397)	5	199(T)
391	5	199(T)
2008	3	196
2015 (INT 7337)	3	200(T)
2016 (INT 7336)	3	200(T)
2040	2	197
2044	2	197
2054	2	197
2056	2	197
2057	2	197
2076 (INT 7338)	3	200(T)
2081	2	197
2100 (INT 7344)	2	197
2115	2	197

**SECTION – II**  
**PERMANENT NOTICES**

**\*196/(23/14) INDIA – WEST COAST – Karwar Harbour and Approaches – Wreck.**

Source: Department of Ports and Inland Water Transport, Karwar.

**Chart 293 (INT 7022)** [previous update 184/14]

Delete  14° 48′.20N., 74° 07′.00E.

**Chart 257 (INT 7343)** [previous update 184/14]

Delete  14° 48′.14N., 74° 07′.04E.

**Chart 215** [previous update 184/14]

Delete  14° 48′.20N., 74° 07′.00E.

**Chart 216** [previous update 184/14]

Delete  14° 48′.20N., 74° 07′.00E.

**Chart 2008** [previous update 184/14]

Delete  14° 48′.20N., 74° 07′.00E.

**\*197/(23/14) INDIA – WEST COAST – Arabian Sea – Dwarka to Mumbai – AIS.**

Source: DGLL.

**Chart 21** [previous update 144/14]

Insert  AIS, at light 21° 57′.05N., 69° 14′.10E.

20° 51′.44N., 71° 22′.92E.

21° 06′.55N., 70° 06′.30E.

21° 02′.42N., 71° 48′.27E.

21° 27′.00N., 69° 47′.20E.

 Fl.6M  
AIS

legend, “AIS”, at light

20° 41′.48N., 70° 49′.66E.

20° 54′.60N., 70° 21′.20E.

21° 12′.20N., 72° 06′.61E.

21° 37′.33N., 69° 37′.17E.

22° 14′.30N., 68° 57′.55E.

**Chart 291** [previous update 144/14]

Insert legend, “AIS”, at light 22° 14′.30N., 68° 57′.55E.

**Chart 292 (INT 7021)** [previous update 101/14]

Insert  AIS, at light 20° 51′.44N., 71° 22′.92E.

21° 02′.42N., 71° 48′.27E.

21° 57′.05N., 69° 14′.10E.

21° 06′.55N., 70° 06′.30E.

 Fl.6M  
AIS

legend, “AIS”, at light

21° 27′.00N., 69° 47′.20E.

20° 41′.48N., 70° 49′.66E.

20° 54′.68N., 70° 21′.20E.

21° 12′.20N., 72° 06′.61E.

21° 37′.33N., 69° 37′.17E.

22° 14′.30N., 68° 57′.55E.

**\*197/(23/14) INDIA – WEST COAST – Arabian Sea – Dwarka to Mumbai – AIS. Continued.****Chart 271** [previous update 137/14]

Insert legend, “AIS”, at light 22° 14′·30N., 68° 57′·55E.

**Chart 251 (INT 7318)** [previous update 137/14]

legend, “AIS”, at light 22° 14′·30N., 68° 57′·55E.

**Chart 252 (INT 7325)** [previous update 033/14]

Insert  AIS, at light 21° 06′·55N., 70° 06′·30E.

21° 27′·00N., 69° 47′·20E.

21° 57′·05N., 69° 14′·10E.

legend, “AIS”, at light 20° 54′·68N., 70° 21′·20E.

21° 37′·33N., 69° 37′·17E.

22° 14′·30N., 68° 57′·55E.

**Chart 254 (INT 7331)** [previous update 177/14]

Insert  AIS, at light 20° 51′·44N., 71° 22′·92E.

21° 02′·42N., 71° 48′·27E.

legend, “AIS”, at light 21° 12′·20N., 72° 06′·61E.

**Chart 202** [previous update 112/13]

Insert legend, “AIS”, at light 22° 14′·30N., 68° 57′·55E.

**Chart 203 (INT 7319)** [previous update 152/14]

Insert legend, “AIS”, at light 22° 14′·30N., 68° 57′·55E.

**Chart 204** [previous update 187/11]

Insert  AIS, at light 21° 57′·05N., 69° 14′·10E.

legend, “AIS”, at light 21° 37′·33N., 69° 37′·17E.

22° 14′·30N., 68° 57′·55E.

**Chart 205** [previous update 167/14]


Insert  AIS, at light 21° 06′·55N., 70° 06′·30E.

21° 27′·00N., 69° 47′·20E.

legend, “AIS”, at light 21° 37′·33N., 69° 37′·17E.

20° 54′·60N., 70° 21′·20E.

**Chart 206** [previous update NE 31 Jul 12]

Insert  AIS, at light 21° 06′·55N., 70° 06′·30E.

legend, “AIS”, at light 20° 41′·48N., 70° 49′·66E.

20° 54′·68N., 70° 21′·20E.

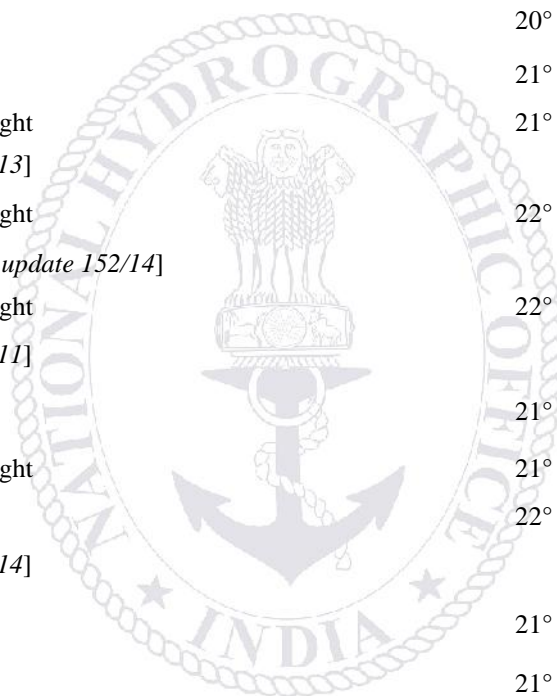
**Chart 207** [previous update 121/14]

Insert  AIS, at light 20° 51′·44N., 71° 22′·91E.

21° 02′·42N., 71° 48′·27E.

legend, “AIS”, at light 20° 41′·48N., 70° 49′·66E.

21° 12′·20N., 72° 06′·61E.






**\*197/(23/14) INDIA – WEST COAST – Arabian Sea – Dwarka to Mumbai – AIS. Continued.****Chart 208** [previous update 183/14]

Insert legend, “AIS”, at light 21° 12′.20N., 72° 06′.61E.

**Chart 2044** [previous update 177/14]

Insert  AIS, at light 21° 02′.42N., 71° 48′.27E.

legend, “AIS”, at light 21° 12′.20N., 72° 06′.61E.

**Chart 2081** [previous update 117/14]

Insert  AIS, at light 20° 51′.44N., 71° 22′.92E.

legend, “AIS”, at light 20° 41′.48N., 70° 49′.66E.

**Chart 2100 (INT 7344)** [previous update NC 15 May 14]

Insert  AIS, at light 20° 51′.44N., 71° 22′.92E.

**Chart 2040** [previous update 098/13]

Insert legend, “AIS”, at light 21° 37′.33N., 69° 37′.17E.

**Chart 2054** [previous update 189/14]

Insert legend, “AIS”, at light 20° 41′.48N., 70° 49′.66E.

20° 54′.68N., 70° 21′.20E.


**Chart 2056** [previous update NC 15 May 13]

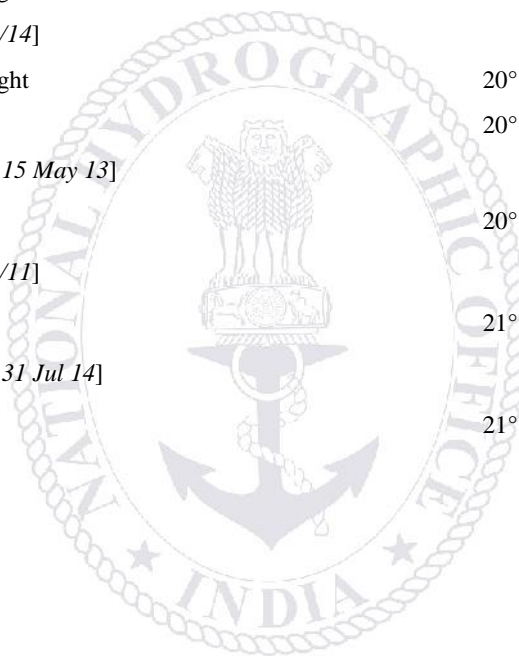
Insert  AIS, at light 20° 51′.44N., 71° 22′.92E.

**Chart 2057** [previous update 112/11]

Insert  AIS, at light 21° 02′.42N., 71° 48′.27E.

**Chart 2115** [previous update NC 31 Jul 14]

Insert  AIS, at light 21° 27′.00N., 69° 47′.20E.



**SECTION – III**  
**TEMPORARY AND PRELIMINARY NOTICES**

**\*198(T)/(23/14) INDIA – WEST COAST – Arabian Sea – ADCP Moorings.**

Source: NIO Goa.

1. Underwater Acoustic Doppler Current Profiler (ADCP) mooring deployed by National Institute of Oceanography, Goa in following positions:–

ADCP Mooring	Positions		Depth (in metres)	Charts affected
OGS9	15° 12'.11N	72° 59'.31E	160	22(INT752) – 214 – 215 – 257(INT7343) – 293(INT7022).
OGV1B	15° 12'.13N	72° 43'.15E	155	22(INT752) – 214 – 293(INT7022).
OKS6	09° 00'.03N	75° 56'.88E	175	22(INT752) – 32(INT754) – 221 – 259(INT7356) – 260(INT7362).
*OGD10	15° 09'.90N	72° 44'.71E	175, 380, 885	22(INT752) – 214 – 293(INT7022).
*OBS4	13° 52'.63N	73° 24'.58E	165	22(INT752) – 257(INT7343) – 272 – 293(INT7022).
*OKD7	09° 03'.06N	75° 26'.16E	1102	22(INT752) – 221 – 259(INT7356).
*OKS7	09° 01'.27N	75° 56'.52E	197	22(INT752) – 32(INT 754) – 221 – 259(INT7356) – 260(INT7362).
*OGS10	15° 14'.02N	72° 58'.70E	170.5	22(INT752) – 214 – 257(INT7343) – 293(INT7022).
*OMD7	20° 00'.78N	69° 14'.44E	180, 350, 856	21 – 292(INT7021).

\* Indicates new or revised entries.

2. All positions referred to WGS 84 datum.
3. Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.
4. **Former INM 049(T)/14 is cancelled.**

**\*199(T)/(23/14) INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.**

Source: NIO Goa.

1. Underwater Acoustic Doppler Current Profiler (ADCP) mooring deployed by National Institute of Oceanography, Goa in following positions:–

ADCP Mooring	Positions		Depth (in metres)	Charts affected
BOPSS5	12° 01'.15N	80° 08'.09E	172	32 (INT 754) – 33 – 357 (INT 7397).
BOPD5	12° 00'.43N	80° 12'.26E	180, 685	32 (INT 754) – 33 – 357 (INT 7397).
BOKS5	16° 14'.98N	82° 06'.97E	190	31 – 32 (INT 754) – 355 (INT 7405) – 391.
BOKD5	16° 06'.30N	82° 12'.30E	274	31 – 32 (INT 754) – 355 (INT 7405) – 391.
BSVS4	17° 03'.62N	83° 03'.38E	173	31 – 32 (INT 754) – 391 – 354 (INT 7408).
BOVD4	17° 45'.01N	84° 03'.50E	167, 573, 975	31 – 32 (INT 754) – 308 – 354 (INT 7408) – 391.
BOVS5	17° 49'.21N	84° 00'.10E	180	31 – 32 (INT 754) – 308 – 354 (INT 7408) – 391.
BSGS4	18° 35'.00N	84° 52'.00E	170	31.
BOGS6	19° 24'.90N	85° 41'.50E	177	31 – 352 (INT 7416).
*BOGD6	19° 23'.70N	85° 47'.15E	193, 598, 1021	31 – 352 (INT 7416).
BNBD6	19° 01'.68N	88° 56'.40E	342, 447, 452	31.
NRB-1E	18° 37'.24N	84° 47'.51E	46	31.
NRB-1F	18° 20'.02N	84° 33'.28E	40	31.
NRB-1G	18° 24'.25 N	84° 45'.80E	352	31.

\* Indicates new or revised entries.

2. All positions referred to WGS 84 datum.
3. Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.
4. **Former INM 125(T)/14 is cancelled.**

**\*200(T)/(23/14) INDIA – WEST COAST – MUMBAI PORT – Anchorage Berths. Wreck.**

Source: Mumbai Port Trust.

1. Following deep water anchorage berths and emergency berth have been created by MbPT:-

SI No.	Name of Berth	Position	Diameter drawn with the center in position
01	DW - 1	18° 50'·84N., 72° 51'·86E.	900 meters
02	DW - 2	18° 54'·27N., 72° 52'·11E.	900 meters
03	DW - 3	18° 54'·68N., 72° 52'·38E.	900 meters
04	Emergency Anchorage Berth	18° 53'·24N., 72° 51'·68E.	1400 meters

2. Dotted circles superimposing on the existing anchorage berths may be drawn to denote these newly created anchorage berths and to be suitably tagged as described above.

3. Following Buoys Laid By MbPT:-

No	Position	Characteristics	Nomenclature
N1	18° 49'·15N., 72° 40'·86E.	Fl.G.5s	Channel
N2	18° 50'·48N., 72° 40'·88E.	Fl.R.5s	Channel
N3	18° 49'·92N., 72° 42'·11E.	Fl(2)G.10s	Channel
N4	18° 50'·36N., 72° 42'·08E.	Fl(2)R.10s	Channel
N5	18° 50'·06N., 72° 44'·22E.	Fl(3)G.15s	Channel
N6	18° 50'·48N., 72° 44'·14E.	Fl(3)R.15s	Channel
N7	18° 50'·19N., 72° 46'·33E.	Fl.G.5s	Channel
N8	18° 50'·61N., 72° 46'·21E.	Fl.R.5s	Channel
N9	18° 50'·63N., 72° 47'·61E.	Fl(2)G.10s	Channel
N10	18° 50'·85N., 72° 47'·49E.	Fl(2)R.10s	Channel
N11	18° 53'·07N., 72° 51'·83E.	Fl(3)G.5s	Marking Eastern Limit of Emergency Anchorage
N12	18° 51'·49N., 72° 48'·82E.	Fl(3)R.5s	Channel
N13	18° 53'·36N., 72° 51'·84E.	Fl.G.5s	Marking Eastern Limit of Emergency Anchorage
N14	18° 52'·00N., 72° 49'·87E.	Fl.R.5s	Channel
N15	18° 55'·31N., 72° 52'·53E.	Fl(2)G.10s	Channel
N17	18° 55'·85N., 72° 53'·39E.	Fl(3)G.10s	Channel
N19	18° 56'·20N., 72° 54'·04E.	Fl.G.5s	Channel

4. Following Buoys Laid By JNPT:-

No	Position	Characteristics	Nomenclature
A	18° 56'·64N., 72° 54'·69E.	Fl.(R).5s	Approach Channel
B	18° 56'·32N., 72° 54'·45E	Fl.(R).5s	Approach Channel
C	18° 56'·54N., 72° 55'·73E	Fl2(G).10s	Approach Channel
C1	18° 56'·43N., 72° 56'·09E	Q.(G)	Opposite South End BPCL Jetty
D	18° 56'·76N., 72° 55'·78E	Fl2(R).10s	Approach Channel
E	18° 57'·38N., 72° 56'·55E	Q.(R)	Opposite Container Terminal
E1	18° 56'·98N., 72° 56'·20E	Q.(R)	Anchorage
G	18° 58'·21N., 72° 57'·12E	Q.(G)	Anchorage
H	18° 58'·62N., 72° 57'·42E	Q.(G)	Anchorage
I	18° 58'·60N., 72° 56'·85E	Q.(R)	Anchorage
D1	18° 56'·95N., 72° 56'·00E	--	Approach Channel
Barnacle Beacon	18° 57'·89N., 72° 56'·73E	Q.(R)	Opposite DPW Container Terminal

5. Wreck in approximate position 18° 50'·42N., 72° 44'·29E has been salvaged during deepening and widening of the channel.

6. All positions referred to WGS 84 datum.

7. Mariners are advised to exercise caution and contact local port authorities for more information.

**Chart Affected – 21 – 22 (INT 752) – 211 – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022) – 2015 (INT 7337) – 2016 (INT 7336) – 2076 (INT 7338).**

## **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](mailto:indsar@vsnl.net), or [icgmrc\\_mumbai@mtnl.net](mailto: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](http://www.iho.int), to check the operation of ECDIS is strongly recommended. JRC has confirmed that certain versions of JRC ECDIS fail to display some types of wreck and obstructions, including stranded wrecks, in any display mode.

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

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

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

(a) Safety Fairways: An area within which permits are not granted for the erection of oil or gas related structures. The use of a safety fairway is not usually mandatory, but is recommended. Safety fairways have been promulgated in and round offshore development area in Arabian Sea up to the Exclusive Economic

## 4.2

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 Thuarya, 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.

### 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><b>JEPPESEN MARINE</b>  <b>Jeppesen Norway AS</b>  P.O. 212,  N-4379, Egersund, Norway  Ph: 0047 51 464700  Fax: 0047 51 464701  Email: <a href="mailto:info@c-map.no">info@c-map.no</a>  Site: <a href="http://www.c-map.no">www.c-map.no</a></p>	<p><b>C-Map US Commercial</b>  133 Falmouth Road,  Building 2, Postal Code: 02649,  Mashpee, MA, America  Ph: +1 (508) 477 8010  Fax: +1 (508) 539 4381  Email: <a href="mailto:info@c-map.com">info@c-map.com</a></p>	<p><b>C-Map (UK) Ltd.</b>  Systems House  Delta Business Park  Salterns Lane, Fareham,  PO16 0QS, United Kingdom,  Ph: +44 (0) 1329 517777  Fax: +44 (0) 1329 517778  Email: <a href="mailto:info@c-map.co.uk">info@c-map.co.uk</a></p>
<p><b>Mari-Sys Pte Ltd.</b>  20 Ayer Rajah Crescent,  08-21, SE 139964,  Republic of Singapore  Ph: +65 6776 1898  Email: <a href="mailto:info@mari-sys.com">info@mari-sys.com</a></p>	<p><b>Bogerd Martin NV,</b>  Oude Leeuwenrui 37  2000 Antwerp, Belgium  Ph: +32 (3) 2134170  Fax: +32 (3) 2326167  Email: <a href="mailto:sales@martin.be">sales@martin.be</a>  Site: <a href="http://www.martin.be">www.martin.be</a></p>	<p><b>Bogerd Martin Tianjin (China Branch)</b>  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: <a href="mailto:charts-tj@martincn.com">charts-tj@martincn.com</a></p>
<p><b>C-Map Holland</b>  Paleiskade 100  PO Box 7  1781 AR Den Helder,  Holland  Ph: +31 223 616 700  E Mail: CorMallie <a href="mailto:cor@chartworx.nl">cor@chartworx.nl</a></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: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a>	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : <a href="mailto:sbh@vsnl.com">sbh@vsnl.com</a>
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: <a href="mailto:sales@bogerdmartin.com">sales@bogerdmartin.com</a> , <a href="mailto:sarmarin@vsnl.com">sarmarin@vsnl.com</a>	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: <a href="mailto:ewsbom@bom3.vsnl.net.in">ewsbom@bom3.vsnl.net.in</a>
M/s C & C Marine Combine 25 Bank Street, 1 <sup>st</sup> Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: <a href="mailto:ccmarine@bom5.vsnl.net.in">ccmarine@bom5.vsnl.net.in</a>	M/s Maritime Charts & Publicatons 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: <a href="mailto:ewl-india@ewliner.com">ewl-india@ewliner.com</a>
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 : <a href="mailto:mahalakshmitravels@hotmail.com">mahalakshmitravels@hotmail.com</a>	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: <a href="mailto:raj_chakravorty@yahoo.com">raj_chakravorty@yahoo.com</a> , <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> Website: <a href="http://www.c-map.co.in">www.c-map.co.in</a>
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 : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> , <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a>	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : <a href="mailto:info@inspireship.com">info@inspireship.com</a> , <a href="mailto:pramod@inspireship.com">pramod@inspireship.com</a>
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: <a href="mailto:sankar_roy342@yahoo.in">sankar_roy342@yahoo.in</a>	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: <a href="mailto:ashiskantha@gmiindia.in">ashiskantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a>
Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: <a href="mailto:elemulti.services69@yahoo.com">elemulti.services69@yahoo.com</a>	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: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a> , <a href="mailto:lrmarine@live.com">lrmarine@live.com</a>
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 059 Mob: +91 7926923982/83, Fax: +91 7926923984 Email: <a href="mailto:info@aatash.com">info@aatash.com</a> , <a href="mailto:zubin@aatash.com">zubin@aatash.com</a>	

**SECTION – V**  
**NAVAREA – VIII WARNINGS IN FORCE**

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 13 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings in force as on 30 Nov 14:

<b>2013 SERIES</b> – 035 160 197 228 506 547 662
<b>2014 SERIES</b> – 111 211 225 233 241 310 311 336 384 398 405 406 415 438 439 440 466 467 476 479 489 553 555 558 575 586 599 614 616 619 620 628 631 632 633 635 636 637 638 639 640 641 642

3. NAVAREA VIII Warnings issued during the period from 16 Nov to 30 Nov 14 (both dates inclusive) are as tabulated below: –

<p><b>604. India East Coast – Bay of Bengal – South East off Kakinada.</b> Charts 31 32 355 INT 71 INT 706. Naval ships will carry out Lakshya firing from 0230 to 0730 UTC on 21 Nov 14 in area bounded by</p> <table> <tr> <td>(A) 15-30.00N</td> <td>083-24.00E</td> <td>(B) 16-14.00N</td> <td>084-00.00E</td> </tr> <tr> <td>(C) 15-34.00N</td> <td>084-46.00E</td> <td>(D) 15-08.00N</td> <td>084-24.00E</td> </tr> </table> <p>2. Safe flying height 8000 metres. 3. Cancel this MSG 210830 UTC Nov 14.</p>	(A) 15-30.00N	083-24.00E	(B) 16-14.00N	084-00.00E	(C) 15-34.00N	084-46.00E	(D) 15-08.00N	084-24.00E																															
(A) 15-30.00N	083-24.00E	(B) 16-14.00N	084-00.00E																																				
(C) 15-34.00N	084-46.00E	(D) 15-08.00N	084-24.00E																																				
<p><b>605. India West Coast – Arabian Sea.</b> Charts 22 272 293 INT 71 INT 22 INT 752. Naval ships will carry out Lakshya firing from 0130 to 0730 UTC on 21 Nov 14 in area bounded by</p> <table> <tr> <td>(A) 13-34.00N</td> <td>071-34.00E</td> <td>(B) 13-46.00N</td> <td>071-11.00E</td> </tr> <tr> <td>(C) 13-18.00N</td> <td>070-53.00E</td> <td>(D) 13-06.00N</td> <td>071-15.00E</td> </tr> </table> <p>2. Safe flying height 10000 metres. 3. Cancel this MSG 210830 UTC Nov 14.</p>	(A) 13-34.00N	071-34.00E	(B) 13-46.00N	071-11.00E	(C) 13-18.00N	070-53.00E	(D) 13-06.00N	071-15.00E																															
(A) 13-34.00N	071-34.00E	(B) 13-46.00N	071-11.00E																																				
(C) 13-18.00N	070-53.00E	(D) 13-06.00N	071-15.00E																																				
<p><b>606. Cancel NAVAREA VIII 129 154 221 308 407/14 and this MSG.</b> Notice 195 and section VII of INTM 22/14 refers.</p>																																							
<p><b>607. Myanmar Waters – West of Preparis Island.</b> Charts 41 371 473 INT 71 INT 31. Man overboard reported by MT Amber Ray C/S D5CV5 in position 14-56N 092-57E on 17 Nov 14. 2. Vessels transiting through area to keep sharp lookout and render assistance under intimation to MRCC (PB).</p>																																							
<p><b>608. Cancel NAVAREA 604/14. India East Coast – Bay of Bengal – South East off Kakinada (.)</b> charts 31 32 355 INT 71 INT 706. Naval ships will carry out Lakshya firing from 0230 to 0730 UTC on 21 and 22 Nov 14 in area bounded by</p> <table> <tr> <td>(A) 15-30N</td> <td>083-24E</td> <td>(B) 16-14N</td> <td>084-00E</td> </tr> <tr> <td>(C) 15-34N</td> <td>084-46E</td> <td>(D) 15-08N</td> <td>084-24E</td> </tr> </table> <p>2. Safe flying height 8000 metres. 3. Cancel this MSG 220830 UTC Nov 14.</p>	(A) 15-30N	083-24E	(B) 16-14N	084-00E	(C) 15-34N	084-46E	(D) 15-08N	084-24E																															
(A) 15-30N	083-24E	(B) 16-14N	084-00E																																				
(C) 15-34N	084-46E	(D) 15-08N	084-24E																																				
<p><b>609. India East Coast – off Chennai.</b> Charts 31 32 33 356 391 INT 706. CG aircraft firing practice scheduled between 0130 to 1130 UTC daily from 22 to 30 Nov 14 in area bounded by</p> <table> <tr> <td>(A) 13-30N</td> <td>082-00E</td> <td>(B) 14-30N</td> <td>082-00E</td> </tr> <tr> <td>(C) 14-30N</td> <td>082-40E</td> <td>(D) 13-30N</td> <td>082-40E</td> </tr> </table> <p>2. Safe flying height 2000 metres and above. 3. Cancel this MSG 301230 UTC Nov 14.</p>	(A) 13-30N	082-00E	(B) 14-30N	082-00E	(C) 14-30N	082-40E	(D) 13-30N	082-40E																															
(A) 13-30N	082-00E	(B) 14-30N	082-00E																																				
(C) 14-30N	082-40E	(D) 13-30N	082-40E																																				
<p><b>610. Cancel NAVAREA VIII 598/14. India West Coast – Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list correct at 181003 UTC Nov 14.</p> <table> <tr> <td>ABAN III</td> <td>18-47.46N</td> <td>071-59.99E</td> </tr> <tr> <td>ABAN ICE</td> <td>18-35.95N</td> <td>071-15.96E</td> </tr> <tr> <td>BADRINATH</td> <td>21-36.81N</td> <td>068-35.17E</td> </tr> <tr> <td>CE THORNTON</td> <td>18-30.06N</td> <td>072-15.95E</td> </tr> <tr> <td>DISCOVERY-1</td> <td>18-38.20N</td> <td>071-00.93E</td> </tr> <tr> <td>DYNAMIC VISION</td> <td>18-39.23N</td> <td>070-58.86E</td> </tr> <tr> <td>ENERGY DRILLER</td> <td>18-53.90N</td> <td>071-28.70E</td> </tr> <tr> <td>FG MC CLINTOK</td> <td>19-00.28N</td> <td>072-09.04E</td> </tr> <tr> <td>GREAT DRILLER CHAAYA</td> <td>19-57.74N</td> <td>071-00.13E</td> </tr> <tr> <td>GREATDRILL CHETNA</td> <td>19-57.16N</td> <td>072-09.73E</td> </tr> <tr> <td>HARVEY H WARD</td> <td>20-43.00N</td> <td>072-19.06E NEW</td> </tr> <tr> <td>JINDAL STAR</td> <td>18-54.75N</td> <td>071-49.57E</td> </tr> <tr> <td>JT ANGEL</td> <td>23-01.00N</td> <td>068-39.97E</td> </tr> </table>	ABAN III	18-47.46N	071-59.99E	ABAN ICE	18-35.95N	071-15.96E	BADRINATH	21-36.81N	068-35.17E	CE THORNTON	18-30.06N	072-15.95E	DISCOVERY-1	18-38.20N	071-00.93E	DYNAMIC VISION	18-39.23N	070-58.86E	ENERGY DRILLER	18-53.90N	071-28.70E	FG MC CLINTOK	19-00.28N	072-09.04E	GREAT DRILLER CHAAYA	19-57.74N	071-00.13E	GREATDRILL CHETNA	19-57.16N	072-09.73E	HARVEY H WARD	20-43.00N	072-19.06E NEW	JINDAL STAR	18-54.75N	071-49.57E	JT ANGEL	23-01.00N	068-39.97E
ABAN III	18-47.46N	071-59.99E																																					
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JINDAL STAR	18-54.75N	071-49.57E																																					
JT ANGEL	23-01.00N	068-39.97E																																					



<b>610. Continued.</b>		
KEDARNATH	23-01.68N	068-20.34E
NOBLE ED HOLT	19-36.62N	071-22.90E
RON TAPMEYER	19-20.38N	071-25.41E
SAGAR GAURAV	19-12.67N	070-55.61E
SAGAR SHAKTI	19-13.89N	072-08.37E
SAGAR JYOTI	19-25.56N	071-17.81E
SAGAR KIRAN	19-25.24N	071-16.99E
SAGAR LAXMI	20-58.00N	071-33.00E
SAGAR PRAGATI	20-58.00N	071-33.00E
SAGAR UDAY	19-32.27N	071-24.08E
SUNDOWNER VII	18-29.06N	072-15.15E
TRIDENT II	18-29.42N	072-14.73E
TRIDENT XII	19-07.35N	072-06.45E
VICTORY DRILLER	19-27.56N	071-11.24E
VIRTUE-I	19-28.70N	071-46.66E
2.	Wide berth requested.	
<b>611. India West Coast – Arabian Sea.</b>	Charts 22 272 293 INT 22 INT 71 INT 752. Naval ships will carry out missile firing from 2030 UTC on 21 Nov 14 to 0230 UTC on 22 Nov 14 in area bounded by	
Area 1		
(A) 14-06N 071-34E	(B) 13-02N 071-50E	
(C) 12-50N 070-58E	(D) 13-38N 070-34E	
Area 2		
(A) 16-28N 070-04E	(B) 16-38N 071-10E	
(C) 15-32N 071-09E	(D) 15-36N 070-15E	
2.	Safe flying height 22000 metres.	
3.	Cancel this MSG 220330 UTC Nov 14.	
<b>612. India West Coast – Arabian Sea.</b>	Charts 22 293 INT 71 INT 752. Naval ships will carry out missile firing from 2030 UTC on 21 Nov 14 to 0230 UTC on 22 Nov 14 in area bounded by	
(A) 15-40N 071-00E	(B) 16-49N 071-05E	
(C) 16-41N 069-49E	(D) 15-49N 070-00E	
2.	Safe flying height 22000 metres.	
3.	Cancel this MSG 220330 UTC Nov 14.	
<b>613. India West Coast – Arabian Sea.</b>	Charts 22 293 INT 71 INT 752. Naval ships will carry out Lakshya firing from 0130 to 0730 UTC on 21 Nov 14 in area bounded by	
(A) 16-29N 070-20E	(B) 16-43N 069-52E	
(C) 16-18N 069-26E	(D) 15-58N 069-57E	
2.	Safe flying height 10000 metres.	
3.	Cancel this MSG 210830 UTC Nov 14.	
<b>614. India West Coast – Karwar.</b>	Charts 22 293 2008 2010 INT 705 INT 752. Starboard hand buoy no. 7 at Karwar Naval harbour withdrawn for maintenance.	
<b>615. Cancel NAVAREA VIII 552/14. India East Coast – Bay of Bengal.</b>	Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 191004 UTC Nov 14.	
ABAN II	15-01.03N	080-10.12E
ACTINIA	16-19.34N	082-14.82E
DEEP SEA MATDRILL	16-24.53N	082-02.93E
DSR DHIRUBHAI DEEPWATER KG-2	16-30.70N	082-36.40E
PLATINUM EXPLORER	16-01.90N	081-57.60E NEW
GSF-140	16-35.07N	082-27.83E
HERCULES 208	16-23.93N	082-07.94E
NOBLE DUCHESS	16-15.20N	082-10.50E
SAGAR VIJAY	16-33.72N	082-28.36E
GSF EXPLORER	19-37.55N	086-25.27E
SAGAR BHUSHAN	16-33.29N	082-23.76E
SAGAR RATNA	16-22.04N	081-59.25E
2.	Wide berth requested.	
<b>616. India East Coast – off D1-D3 Gas Oilfield Area.</b>	Charts 31 32 355 INT 405 INT 754. Man overboard reported from Rig ABAN II in position 16-39.002N 082-22.743E on 19 Nov 14.	
2.	Vessels transiting through area to keep sharp lookout and render assistance.	
<b>617. Cancel NAVAREA VIII 615/14. India East Coast – Bay of Bengal.</b>	Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 191004 UTC Nov 14.	
ABAN II	16-39.00N	082-22.74E NEW

**617. Continued.**

ACTINIA	16-19.34N	082-14.82E
DEEP SEA MATDRILL	16-24.53N	082-02.93E
DSR DHIRUBHAI DEEPWATER KG-2	16-30.70N	082-36.40E
PLATINUM EXPLORER	16-01.90N	081-57.60E
GSF-140	16-35.07N	082-27.83E
HERCULES 208	16-27.75N	082-10.66E NEW
NOBLE DUCHESS	16-15.20N	082-10.50E
SAGAR VIJAY	16-33.72N	082-28.36E
GSF EXPLORER	19-37.55N	086-25.27E
SAGAR BHUSHAN	16-33.29N	082-23.76E
SAGAR RATNA	16-22.04N	081-59.25E

2. Wide berth requested.

**618. Cancel NAVAREA VIII 242/14 (INTM 087/14 refers) 607/14 and this MSG.****619. Cancel NAVAREA 533/14. India West Coast – Mumbai Port.** Charts 211 255 293 2015 2016 2076 INT 71. Delete charted wreck in position 18-50.42N 072-44.228E view salvaged by JNPT.

2. Following established by MPT

(a) Three deep water anchor berth within circle of diameter 900 meter with center position

(i) 18-53.84N 072-51.86E

(ii) 18-54.27N 072-52.11E

(iii) 18-54.68N 072-52.38E

(b) Emergency anchorage berth with circle of diameter 1400 meter with center position 18-53.24N 072-51.68E.

3. Following buoys laid by MPT

<u>No.</u>	<u>Position</u>	<u>Characteristics</u>	<u>Nomenclature</u>
N1	18-49.15N 072-40.86E	FL G 5S	Channel
N2	18-50.48N 072-40.88E	FL R 5S	Channel
N3	18-49.92N 072-42.11E	FL (2)G 10S	Channel
N4	18-50.36N 072-42.08E	FL (2)R 10S	Channel
N5	18-50.06N 072-44.22E	F L (3)G 15S	Channel
N6	18-50.48N 072-44.14E	FL (3)R 15S	Channel
N7	18-50.19N 072-46.33E	FL G 5S	Channel
N8	18-50.61N 072-46.21E	FL R 5S	Channel
N9	18-50.63N 072-47.61E	FL (2)G 10S	Channel
N10	18-50.85N 072-47.49E	FL (2)R 10S	Channel
N11	18-53.07N 072-51.83E	FL (3)G 5S	Marking eastern limit of emergency anchorage channel
N12	18-51.49N 072-48.82E	FL (3)R 5S	Channel
N13	18-53.36N 072-51.84E	FL G 5S	Marking eastern limit of emergency anchorage channel
N14	18-52.00N 072-49.87E	FL R 5S	Channel
N15	18-55.31N 072-52.53E	FL (2)G 10S	Channel
N17	18-55.85N 072-53.39E	FL (3)G 10S	Channel
N19	18-56.20N 072-54.04E	FL G 5S	Channel

**620. Cancel NAVAREA VIII 610/14. India West Coast – Arabian Sea.** Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list correct at 181003 UTC Nov 14

ABAN III	18-47.46N	071-59.99E
ABAN ICE	18-35.95N	071-15.96E
BADRINATH	21-36.81N	068-35.17E
CE THORNTON	18-30.06N	072-15.95E
DISCOVERY-1	18-38.20N	071-00.93E
DYNAMIC VISION	18-39.23N	070-58.86E
ENERGY DRILLER	18-53.90N	071-28.70E
FG MC CLINTOK	19-08.00N	071-52.08E NEW
GREAT DRILLER CHAAYA	19-57.74N	071-00.13E
GREATDRILL CHETNA	19-57.16N	072-09.73E
HARVEY H WARD	20-43.00N	072-19.06E
JINDAL STAR	18-54.75N	071-49.57E
JT ANGEL	23-01.00N	068-39.97E
KEDARNATH	23-01.68N	068-20.34E
NOBLE ED HOLT	19-36.62N	071-22.90E
RON TAPMEYER	19-20.38N	071-25.41E

<b>620. Continued.</b>			
SAGAR GAURAV	19-12.67N	070-55.61E	
SAGAR SHAKTI	19-13.89N	072-08.37E	
SAGAR JYOTI	19-25.56N	071-17.81E	
SAGAR KIRAN	19-25.24N	071-16.99E	
SAGAR LAXMI	20-58.00N	071-33.00E	
SAGAR PRAGATI	20-58.00N	071-33.00E	
SAGAR UDAY	19-32.27N	071-24.08E	
SUNDOWNER VII	18-29.06N	072-15.15E	
TRIDENT II	18-29.42N	072-14.73E	
TRIDENT XII	19-07.35N	072-06.45E	
VICTORY DRILLER	19-27.56N	071-11.24E	
VIRTUE-I	19-28.70N	071-46.66E	
2.	Wide berth requested.		
<b>621. Indian Ocean – off Mauritius.</b>	Charts INT 71 INT 72 INT 702. CSCL San Jose reported loss of life raft in position 20-24S 060-12E.		
2.	Cancel this MSG 241003 UTC Nov 14.		
<b>622. Cancel NAVAREA VIII 411/14 and this MSG.</b>			
<b>623. NAVAREA VIII messages in force as on 211005 UTC Nov 14</b>			
<b>2013 series</b>	– 035 160 197 228 506 547 662		
<b>2014 series</b>	– 111 211 225 233 241 310 311 336 384 398 405 406 415 438 439 440 466 467 476 479 489 553 555 558 575 576 577 586 599 608 609 611 612 614 616 617 619 620 621 622		
(a)	Text of NAVAREA VIII warnings in force including those which are no longer being broadcast are available on <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a> .		
(b)	Text of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.		
2.	Cancel this MSG 281005 UTC Nov 14.		
<b>624. Andaman Sea – South Andaman.</b>	Charts 41 404 473 INT 706. Firing by CG aircraft scheduled between 0500 to 1100 UTC from 25-27 Nov 14 in area bounded by		
(A)	11-50N 093-20E	(B)	11-50N 093-35E
(C)	12-00N 093-20E	(D)	12-00N 093-35E
2.	Safe flying height 2000 metres.		
3.	Cancel this MSG 271200 UTC Nov 14.		
<b>625. India East Coast – Chennai.</b>	Charts 32 33 313 356 357 3001 3004 INT 706. Firing by Naval Coast Battery scheduled between 0530 to 0730 UTC on 28 Nov 14.		
2.	Danger zone sector of 11 NM radius between 045 and 075 degree from 13-07.02N 080-18.01E.		
3.	Safe flying height 12800 metres.		
4.	Cancel this MSG 280830 UTC Nov 14.		
<b>626. Arabian Sea.</b>	Charts INT 71 INT 72. Refer to NAVAREA IX message 324. Missile firing at 692000 metres height scheduled between 0400 to 0700 UTC on 29 and 30 Nov 14 in area bounded by		
(A)	04-17.75N	054-48.52E	(B) 04-06.92N 055-07.32E
(C)	03-18.73N	054-43.66E	(D) 03-29.40N 054-24.21E
2.	Vessels to keep clear off danger area.		
3.	Cancel this MSG 300900 UTC Nov 14.		
<b>627. India West Coast – off Mumbai.</b>	Charts 21 22 255 292 293 INT 71. FPSO Armada Sterling with C/S V7AX5 positioned at 19-10.62N 070-56.74E for 09 years.		
2.	Wide berth of 03 NM around platform requested.		
<b>628. Indian Ocean.</b>	Charts INT 70 INT 71 INT 707. Terasea Falcon reported towing Salvanguard with length of tow 1500 mtr at 250000 UTC Nov 14 from 09-47.7S 087-39.3E to Port Louis at 8.3 Kts.		
2.	Cancel this MSG 050001 UTC Dec 14.		
<b>629. Bay of Bengal – off Gopalpur.</b>	Charts 31 353 INT 71. RV Samudra Kaustubh reported sighting partially sunk wooden boat in position 18-46.9N 084-58.0E.		
2.	Cancel this MSG 2810003 Nov 14.		
<b>630. Cancel Navarea VIII 626/14. Arabian sea.</b>	Charts INT 71 INT 72. Refer to NAVAREA IX message 328. Missile firing at 692000 metres height scheduled between 0400 to 0730 UTC on 29 and 30 Nov 14 in area bounded by		
(A)	25-45.00N	066-19.66E	(B) 25-16.38N 067-10.53E
(C)	02-31.12N	053-22.51E	(D) 02-04.44N 054-09.44E
2.	Vessels to keep clear of danger area.		
3.	Cancel this MSG 300930 UTC Nov 14.		
<b>631. Bay of Bengal – Vizag.</b>	Charts 31 32 308 354 391 3002 INT 706. Navy will carry out OP Demo between 0930 to 1230 UTC on 29-30 Nov and 02-04 Dec 14 in area bounded by		

<b>631. Continued.</b>	(A) 17-41.30N 083-17.20E	(B) 17-39.60N 083-29.80E
	(C) 17-46.25N 083-25.50E	(D) 17-34.50N 083-21.60E
2.	Safe flying height 3000 metres.	
3.	Cancel this MSG 041330 UTC Nov 14.	
<b>632. Cancel NAVAREA VIII 627/14. India West Coast – off Mumbai.</b>	Charts 21 22 255 292 293 INT 71. FPSO Armada Sterling II with C/S V7AX5 positioned at 19-10.62N 070-56.74E for 09 years.	
2.	Wide berth of 03 NM around platform requested.	
<b>633. Cancel NAVAREA VIII 617/14. India East Coast – Bay of Bengal.</b>	Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 261004 UTC Nov 14	
	ABAN II	16-39.00N 082-22.74E
	ACTINIA	16-19.34N 082-14.82E
	DEEP SEA MATDRILL	16-24.53N 082-02.93E
	DSR DHIRUBHAI DEEPWATER KG-2	16-30.70N 082-36.40E
	PLATINUM EXPLORER	16-01.90N 081-57.60E
	GSF-140	16-35.07N 082-27.83E
	HERCULES 208	16-27.75N 082-10.66E
	NOBLE DUCHESS	16-15.20N 082-10.50E
	SAGAR VIJAY	16-33.72N 082-28.36E
	SAGAR BHUSHAN	16-33.29N 082-23.76E
	SAGAR RATNA	16-22.04N 081-59.25E
2.	Wide berth requested.	
<b>634. India East Coast – Bay of Bengal.</b>	Charts 31 41 352 353 3017 INT 71 INT 706. Experimental flight trial scheduled from ITR launch between 0300 to 0700 UTC from 02 to 04 Dec 14. Danger zone bounded by	
	(A) 20-48.36N 087-02.58E	(B) 18-12.36N 086-07.11E
	(C) 10-53.24N 087-05.29E	(D) 10-46.70N 089-44.37E
	(E) 10-27.16N 092-22.24E	(F) 18-24.16N 088-30.44E
	(G) 20-48.76N 087-07.40E	
2.	No over flight and shipping permitted in danger zone.	
3.	Cancel this MSG 040800 UTC Dec 14.	
<b>635. India East Coast – Bay of Bengal.</b>	Charts 32 33 356 INT 706 INT. Firing practice by Naval aircraft between 0230 to 1130 UTC from 01-07 and 15-21 Dec 14	
2.	Danger zone extending upto 15 NM around 13-50N 081-40E.	
3.	Safe flying height 3100 metres.	
4.	Cancel this MSG 211230 UTC Dec 14.	
<b>636. India East Coast – Gopapur.</b>	Charts 31 352 353 391 3005 INT 706.	
2.	Army air defence firing scheduled as below	
	<b>Date and Time</b>	<b>Height Clearance</b>
	302330 Nov-031730 UTC Dec	6100 mtr
	072330-131730 UTC Dec	6100mtr
	162330-181730 UTC Dec	24400 mtr
	212330-231730 UTC Dec	24400 mtr
	232330-241730 UTC Dec	6100 mtr
	282330-301730 UTC Dec	6100 mtr
		<b>Danger Area</b>
		(a) 19-14.60N 084-53.70E
		(b) 19-07.39N 085-35.94E
		(c) 18-33.61N 084-53.74E and arc of 41 NM radius joining point (b) and (c)
3.	Pilotless target aircraft flight scheduled as below	
	<b>Date and Time</b>	<b>Height Clearance</b>
	302330 Nov-031730 UTC Dec	1550 mtr
	072330-131730 UTC Dec	1550mtr
	162330-181730 UTC Dec	-
	212330-231730 UTC Dec	-
	232330-241730 UTC Dec	1550 mtr
	282330-301730 UTC Dec	1550 mtr
		<b>Flight Area</b>
		(a) 19-17.67N 084-55.21E
		(b) 19-10.75N 084-47.38E
		(c) 18-56.03N 084-52.64E
		(d) 19-12.33N 085-14.92E
4.	No over flight and vessels permitted in area.	
5.	Cancel this MSG 301830 UTC Dec 14.	
<b>637. India West Coast – Kochi.</b>	Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by Naval Coast Battery	
	<b>Date</b>	<b>Time (UTC)</b>
	02 Dec 14	0900 to 1200
	05 Dec 14	0900 to 1200
	09 Dec 14	0900 to 1200 and 1230 to 1430
	12 Dec 14	0900 to 1200
	16 Dec 14	0900 to 1200

<b>637. Continued.</b>	19 Dec 14	0900 to 1200		
	23 Dec 14	0900 to 1200		
	26 Dec 14	0900 to 1200 and 1230 to 1430		
	30 Dec 14	0900 to 1200		
2.	Firing area bounded by			
	(A) 09-57.5N	075-59.5E	(B) 09-57.7N	076-14.2E
	(C) 09-44.0N	076-17.5E	(D) 09-42.5N	076-09.5E
3.	Safe flying height 10000 metres.			
4.	Cancel this MSG 301300 UTC Dec 14.			
<b>638. India West Coast – Kori Creek.</b>	Charts 251 271 2117 INT 71. Koteswar lighthouse (F0354) temporarily unlit.			
<b>639. India East Coast – Sand Heads.</b>	Charts 31 301 351 INT 706. Man overboard reported from MV Harshavardhana in position 21-16N 088-13.6E on 27 Nov.			
<b>640. NAVAREA VIII – Warnings in force as on 28 Nov 2014</b>				
	<b>2013 series</b> – 035 160 197 228 506 547 662			
	<b>2014 series</b> – 111 211 225 233 241 310 311 336 384 398 405 406 415 438 439 440 466 467 476 479 489 553 555 558 575 576 577 586 599 609 614 616 619 620 628 630 631 632 633 634 635 636 637 638 639			
(a)	Text of NAVAREA VIII warnings in force including those which are no longer being broadcast are available on <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a> .			
(b)	Text of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.			
2.	Cancel this MSG 051005 UTC Dec 14.			
<b>641. Indian Ocean – off Reunion Island.</b>	Charts INT 70 71 72 702. Naval gunnery exercise scheduled on 01 Dec 14 from 0800 to 1600 UTC and 02 Dec 14 from 0300 to 1500 UTC in area bounded by			
	(A) 21-12.0S	054-57.0E	(B) 21-26.0S	055-02.5E
	(C) 21-31.2S	054-47.4E	(D) 21-17.2S	054-42.0E
2.	Cancel this MSG 021600 UTC Dec 14.			
<b>642. Cancel NAVAREA VIII 634/14. India East Coast – Bay of Bengal.</b>	Charts 31 41 352 353 3017 INT 71 INT 706. Experimental flight trial scheduled from ITR launch between 0300 to 0700 UTC from 02 to 04 Dec 14. Danger zone bounded by			
	(A) 20-48.36N	087-02.58E	(B) 18-12.36N	086-07.11E
	(C) 10-53.24S	087-05.29E	(D) 10-46.70S	089-44.37E
	(E) 10-27.16S	092-22.24E	(F) 18-24.16N	088-30.44E
	(G) 20-48.76N	087-07.40E		
2.	No over flight and shipping permitted in danger zone.			
3.	Cancel this MSG 040800 UTC Dec 14.			

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

**Bay of Bengal Pilot (INP-2)**

**Chapter -3 (Page – 140)**

**(Source: DLL, Kolkata)**

*Article 3.17, Para 5a  
delete and replace by,*

*5a* **Pryagi light** (White circular tower, red spiral bands, 32 m in height) (19°28'.0 N, 85°10'.0 E) exhibited 7 nm NE of Chilka Canal mouth.

## SECTION – VII

### CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7083.96	- - Ldg Lts 150.06°. Front (FR) *	20 53.59 S 55 32.29 E	Q W	7	4	White square post	W 142.5°- 151.5°(9°)
D7088.5	- Ldg Lts 355.2°. Front (FR) *	21 20.75 S 55 28.64 E	Q W	8	5	White □, black stripe *	
D7088.51	- - Rear 100m from front (FR) *	21 20.70 S 55 28.63 E	Q W	13	5	White tower, black stripe *	
D7091-482	- Saint Leu. BGP6 (FR)	21 11-18 S 55 16-79 E	Fl(4)Y 15s	..	..	Yellow x on yellow buoyant beacon	*
D7091-485	- - BGP5 (FR)	21 09-93 S 55 16-73 E	Fl Y 4s	..	..	Yellow x on yellow buoyant beacon	*
D7091-488	- - BGS (FR)	21 09-27 S 55 16-31 E	Fl(4)Y 15s	..	..	Yellow x on yellow buoyant beacon	Marks seaward limit of sanctuary. *
D7091-489	- Passe Hermitage - Trois- Bassins. BGP4 (FR)	21 06-90 S 55 14-79 E	Fl Y 4s	..	..	Yellow x on yellow buoyant beacon	*
D7091-492	- - BGP3 (FR)	21 05-56 S 55 12-77 E	Fl(4)Y 15s	..	..	Yellow x on yellow buoyant beacon	*
D7091-496	- - BGP1 (FR)	21 03-71 S 55 12-51 E	Fl(4)Y 15s	..	..	Yellow x on yellow buoyant beacon	*
D7091-499	- - BGR2 (FR)	21 01-08 S 55 12-90 E	Fl(4)Y 15s	..	..	Yellow x on yellow buoyant beacon	*
D7314.9	Taqah Fishery Harbour. N (AMNAS) *	17 01.70 N 54 21.88 E	LFI G 6s	..	5	Green Δ on green beacon 3	*
D7314.95	- S (AMNAS) *	17 01.61 N 54 21.90 E	LFI R 6s	..	5	Red Δ on red beacon 3	*
D7326.32	- - S Breakwater. Head (AMNAS) *	24 31.44 N 56 36.42 E	Iso G 4s	6	5	Grey metal post 3	TE 2014 *
D9165.8	- STPM 1 *	26 39.07 N 51 34.92 E	Mo(U)W 15s	..	10	Platform	*
D9166.1	- STPM 3 *	26 44.05 N 51 55.54 E	Mo(U)W 15s	..	10	Platform	*
D9206.86	- STPM 5 *	26 01.80 N 52 41.20 E	Mo(U)W 15s	..	10	Platform	*
F0398	Navadra *	21 57.02 N 69 14.10 E	Fl(3)W 10s	55	18	White round concrete tower red bands 35	(fl 0.4, ec 1.5) x 2, fl 0.4, ec 5.8. MMSI No 004192212 *
F0400	Porbandar *	21 37.32 N 69 37.18 E	Fl W 5s	47	26	White round concrete tower, black bands 41	ILRS Vol 2 Station 78940 MMSI No 004192213 *
F0404	Navibandar. Sea wall. Centre bastion *	21 26.98 N 69 47.18 E	Fl W 10s	18	6	..	fl 1 MMSI No 004192214 *
			AIS	..	..	..	

## 7.2

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F0410	- Veraval	20 54.64 N 70 21.21 E	Oc W 15s	33	24	White square masonry tower black bands 34	ec 5
	--	..	Racon	..	..	..	ILRS Vol 2 Station 78945
	--	..	AIS	..	..	..	MMSI No 004192216
	*	*	*	*	*	*	*
F0448	- Piram Island	21 35.95 N 72 21.15 E	Fl(2)W 10s	46	27	White round masonry tower, black bands 27	fl 0-3, ec 2-2, fl 0-3 ec 7-2
	--	..	Racon	..	..	..	ILRS Vol 2 Station 78970
	--	..	AIS	..	..	..	MMSI No 004192220
	*	*	*	*	*	*	*
F0469.7	- Luhara. Petronet LNG South Jetty. N side	21 40.26 N 72 30.64 E	Fl Y 4s				
*	*	*	*	*	*	*	*
F0469.8	- - - S side	21 40.05 N 72 30.64 E	Fl Y 4s				
*	*	*	*	*	*	*	*
F0469.9	- - Production Platfrom. TB 2	21 39.89 N 72 30.82 E	Fl Y 4s				
*	*	*	*	*	*	*	*
F0469.95	- - - TB 1	21 39.71 N 72 30.82 E	Fl Y 4s				
*	*	*	*	*	*	*	*
F0489	Umargam	20 11.80 N 72 44.94 E	Fl W 15s	35	19	White concrete tower, red bands 30	fl 1.3. Storm Signals
	--	..	Racon	..	..	..	ILRS Vol 2 Station 78985
	--	..	AIS	..	..	..	MMSI No 004192224
	*	*	*	*	*	*	*
F0491.5	Tarapur Point	19 50.70 N 72 39.50 E	Fl(3)W 30s	25	23	White square masonry tower, black bands 23	(fl 0.4, ec 5.6) x 2, fl 0.4, ec 17.6. Storm Signals
	-	..	FR	10	9	Same structure	
	-	..	AIS	..	..	..	MMSI No 004192225
	*	*	*	*	*	*	*
F0499	Utan	19 16.50 N 72 46.80 E	Fl(2)W 15s	53	24	White square masonry tower, red bands 15	fl 0.2, ec 3.5, fl 0.2, ec 11.1. Storm Signals.
	-	..	AIS	..	..	..	MMSI No 004192226
	*	*	*	*	*	*	*
F0562	- Nanwell Point	18 16.83 N 72 56.16 E	Fl(3)W 15s	64	16	White 8-sided masonry tower, red bands 19	(fl 0.3, ec 2.2) x 2, fl 0.3, ec 9.7
	- Auxiliary light		F R	54	4	Same structure	Vis 057°-075° (18°)
	--	..	AIS	..	..	..	MMSI No 004192228
	*	*	*	*	*	*	*
F0566	- Tolleshwar Point	17 33.94 N 73 08.48 E	Fl(3)W 15s	104	21	White square masonry tower 14	(fl 0.4, ec 2.6) x 2, fl 0.4, ec 8.6
	-	..	AIS	..	..	..	MMSI No 004192229
	*	*	*	*	*	*	*
F0580	- Ratnagiri	16 59.26 N 73 16.34 E	Fl(2)W 10s	102	28	White round concrete tower black bands 15	fl 0.4, ec 1.6, fl 0.4, ec 7.6 Storm Signals
	- - Auxiliary light	..	F R	87	9	Concrete pedestal	Vis 303°-357° (54°)
	--	..	RC Racon	..	..	..	ILRS Vol 2 Station 79000
	--	..	AIS	..	..	..	MMSI No 004192230
	*	*	*	*	*	*	*
F0586	- Wagapur Point	16 36.36 N 73 19.23 E	Fl W 15s	46	29	White square concrete tower, black bands 20	fl 0.4. Strom Signals
	--	..	AIS	..	..	..	MMSI No 004192231
	*	*	*	*	*	*	*
F0598	Vengurla Rocks	15 53.37 N 73 27.75 E	Fl(2)W 20s	49	26	White metal tower, red bands 20	fl 0.3, ec 4.7, fl 0.3, ec 14.7 TE 2012
	-	..	Racon	..	..	..	ILRS Vol 2 Station 79005
	-	..	AIS	..	..	..	MMSI No 004192233
	*	*	*	*	*	*	*



## 7.3

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F0634	- Oyster Rocks. Devgadgudda Island Summit	14 49.22 N 74 03.63 E	Fl W 10s	63	26	White round masonry tower, red bands & cupola 19	fl 0.2
- - -		..	Racon	..	..	..	ILRS Vol 2 Station 79015
- - -		..	AIS	..	..	..	TR 2013 MMSI No 004192235
F0660	Suratakal Point	13 00.29 N 74 47.38 E	Fl W 10s	44	31	White square masonry tower, red bands 36	fl 0.4.
-		..	Racon	..	..	..	ILRS Vol 2 Station 79029
-		..	AIS	..	..	..	MMSI No 004192239
F0692	Ponnani	10 46.50 N 75 55.30 E	Fl W 15s	33	26	White round concrete tower, black bands 30	fl 0.5
-		..	AIS	..	..	..	MMSI No 004192243
F0712	- Tangasseri Point	08 52.74 N 76 34.02 E	Fl(3)W 15s	42	18	White round masonry tower, red diagonal stripes 41	(fl 0.1, ec 3.7) x 2, fl 0.1, ec 7.3
- -		..	AIS	..	..	..	MMSI No 004192246
F0718	- Viliinjam	08 22.97 N 76 58.78 E	Fl W 15s	57	31	White round masonry tower, red bands 36	fl 0-5
- -		..	Racon	..	..	..	ILRS Vol 2 Station 79093
- -		..	AIS	..	..	..	MMSI No 004192247
F0734	- Pandiyan Tivu N end	08 47.14 N 78 11.83 E	Fl W 10s	48	28	White round concrete tower, black stripes 23	fl 0.5. Storm signals.
- -		..	Racon	..	..	..	ILRS Vol 2 Station 79100
- -		..	AIS	..	..	..	MMSI No 004194416
F0900	Pamban Island. Pamban Pass. NW point	09 17.19 N 79 13.19 E	Fl W 5s	29	9	White masonry tower, black bands 20	fl 0.5. Storm signal.
- - -		..	AIS	..	..	..	MMSI No 004194418
F0914	Nagappattinam. E end	10 45.95 N 79 51.01 E	Fl(2)W 20s	48	26	White round masonry tower, black bands 50	fl 0.5, ec 2, fl 0.5, ec 17. RC
- -		..	Racon	..	..	..	ILRS Vol 2 Station 79120
- -		..	AIS	..	..	..	MMSI No 004194421
F0919	Porto Novo	11 30.26 N 79 46.23 E	Fl W 15s	36	26	White round concrete tower, red bands 37	fl 0-4
-		..	Racon	..	..	..	ILRS Vol 2 Station 79127
-		..	AIS	..	..	..	MMSI No 004194422
F0926	- Pondicherry	11 54.99 N 79 49.85 E	Fl(2)W 15s	48	26	White 6-sided tower black bands 46	fl 0.5, ec 3.2, fl 0.5, ec 10.8.
- -		..	Racon	..	..	..	ILRS Vol 2 Station 79130
- -		..	AIS	..	..	..	MMSI No 004194423
F0950	Pulicat	13 25.28 N 80 19.58 E	Fl W 5s	53	26	White 6-sided concrete tower, black bands 50	fl 0.2.
-		..	Racon	..	..	..	ILRS Vol 2 Station 79150
-		..	AIS	..	..	..	MMSI No 004194426
F0952.5	Ramaypatnam	15 02.78 N 80 02.91 E	Fl W 10s	35	26	White 6-sided concrete tower, red bands 37	
-		..	Racon	..	..	..	ILRS Vol 2 Station 79170
-		..	AIS	..	..	..	MMSI No 004194430

## 7.4

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F0952.9	Vodarevu	15 47.63 N 80 24.39 E	FI(2)W 15s	34	25	White round RCC tower, black bands 30	fl 0-6, ec 1.9, fl 0-6, ec 11.9
-	*	.. *	AIS *	.. *	.. *	.. *	MMSI No 004194429 *
F0953	Nagayalanka	15 47.20 N 80 59.25 E	FI W 15s	34	24	White square masonry tower, red stripes 37	fl 1.2. Electrically operated on trial basis.
-	*	.. *	AIS *	.. *	.. *	.. *	MMSI No 004194431 *
F0958	Sacramento	16 35.20 N 82 16.80 E	FI W 5s	43	24	Masonry tower 45	fl 0.2. Vis 225°-045° (180°)
-	*	.. *	AIS *	.. *	.. *	.. *	MMSI No 004194434 *
F0964	Vakalapudi	17 00.86 N 82 16.96 E	FI(3)W 15s	45	22	White RCC tower, red bands 45	
-	*	.. *	Racon *	.. *	.. *	.. *	ILRS Vol 2 Station 79175
-	*	.. *	AIS *	.. *	.. *	.. *	MMSI No 004194435 *
F0966	Pentakota	17 17.90 N 82 37.10 E	FI W 15s	18	15	White square masonry tower, black bands 18	fl 1.5.
-	*	.. *	AIS *	.. *	.. *	.. *	MMSI No 004194436 *
F0980	Santhapalli	18 03.95 N 83 38.40 E	FI(2)W 10s	43	23	White round masonry tower, black bands 22	fl 0.2, ec 2.3, fl 0.2, ec 7.3
-	*	.. *	AIS *	.. *	.. *	.. *	MMSI No 004194438 *
F1000	Pryagi	19 28.00 N 85 10.00 E	FI(2) W 10s	40	19	White circular tower, red spiral bands 32	
F1002	Puri	19 47.36 N 85 48.51 E	FI(3)W 20s	29	10	RCC circle tower black and white 5 bands 25	(fl 0.11, ec 4.89) x 2, fl 0.11, ec 9.89
-	*	.. *	AIS *	.. *	.. *	.. *	MMSI No 004194442 *
F1004.4	Paradip	20 15.32 N 86 39.38 E	FI(3)W 30s	40	28	White RCC tower, black bands	
-	*	.. *	RC Racon *	.. *	.. *	.. *	ILRS Vol 2 Station 79200
-	*	.. *	AIS *	.. *	.. *	.. *	MMSI No 004194444 *
F1028	Sagar Island	21 39.40 N 88 02.90 E	FI W 3s	26	17	Red round tower, white bands 24	fl 0.3. Vis 315°-180° (223°). Sig Stn.
-	*	.. *	AIS *	.. *	.. *	.. *	MMSI No 004194446 *
F1523.5	- Bulk Cargo Terminal	05 22.03 N 100 21.97 E	Oc WRG 5s	12	W10 R 8 G 8	Red Δ on red beacon, white bands	G163°-166.6° (3.6°), W166.6°-169.3° (2.7°), R169.3°-173° (3.7°). Unreliable (T) 2014 *
F1694.64	--	01 06.42 N 103 48.38 E	FI(2)R 10s	7	10	Red □ on red beacon 7	fl 0.5, ec 2.5, fl 0.5, ec 6.5. Ra refl *
F1694.66	--	01 06.39 N 103 48.30 E	FI(2)G 10s	7	10	Green Δ on green beacon 6	fl 0.5, ec 2.5, fl 0.5, ec 6.5. Ra refl *
F9522.017	CENDOR OILFIELD - FPSO Cendro	05 34.06 N 104 35.06 E	Lit	..	10	Storage Tanker	
-	*	.. *	Racon *	.. *	.. *	.. *	ILRS Vol 2 Station 80415 *
F9522.4	Deleted; remove from list						

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

**INP 31(1), 2014**

(Last correction: Edition No. 22 dated 16 Nov 2014)

COAST RADIO STATIONS

**PAGE 37, REUNION (France), LA REUNION (CROSS) MRCC, Contacts table, row 1, column 2,**

*Delete:*

DSC MF HF

*and replace by:*

DSC MF

(Source: BA 48/14)

(23/14)

**INP 31(2), 2014**

(Last correction: Edition No. 22 dated 16 Nov 2014)

RADAR BEACONS

**PAGE 24, MALAYSIA (West Coast),**

*Insert entry below 80410 Belida Gas Field, Moored Storage Tanker,*

FPSO Cendro	05°34'.06N 104°35'.06E	3				Q		80415
-------------	------------------------	---	--	--	--	---	--	-------

(Source: BA 39/14)

(23/14)

LEGAL TIME

**PAGE 77, Legal Time Table, row 9,**

**Egypt**

*Delete entry and replace by:*

Egypt	-2	-3	16 May 2014 0000h	25 Sep 2014 2400h
			24 Apr 2015 0000h	24 Sep 2015 2400h
			29 Apr 2016 0000h	29 Sep 2016 2400h

(Source: BA 25/14)

(23/14)

**INP 31(5), 2011**

(Last correction: Edition No. 22 dated 16 Nov 2014)

NIL

**INP 31(6), 2012**

(Last correction: Edition No. 18 dated 15 Sep 2014)

NIL

## **SECTION – IX** **REPORTING OF NAVIGATIONAL DANGERS**

### **Appeal to all Mariners**

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

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

### **Instructions for filling up IH 102**

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

### **Position Reporting**

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

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

5. 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.



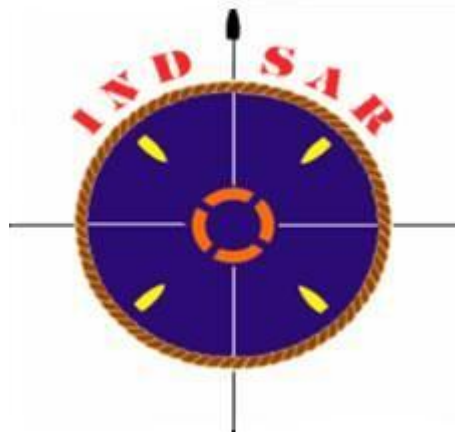
<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object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

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

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



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



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

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

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

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

**AFTN: VABBYXYC**