

INDIAN NOTICES TO MARINERS



EDITION NO. 11 DATED 01 JUN 2015

(CONTAINS NOTICES 088 TO 100)

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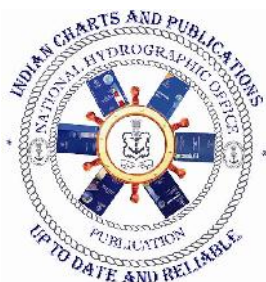
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www.hydrobharat.gov.in

CONTENTS

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

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

FEEDBACK: msis-inho-navy@nic.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

All mariners are cautioned against the use of counterfeit copies of IN Charts and publications. Navigational Charts produced 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_s AND PUBLICATION

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN62002A	2002	PORTS OF NEW MANGALORE AND MANGALORE	29-05-2015

2. 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>
IN62002A	2002	PORTS OF NEW MANGALORE AND MANGALORE	11-02-2014

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2008	APPROACHES TO KARWAR	25,000	New Chart
2102	BHAVNAGAR PORT	20,000	New Chart
3001 (INT 7402)	APPROACHES TO CHENNAI	50,000	New Edition
3005	GOPALPUR PORT	30,000	New Chart
	MACHILIPATNAM ANCHORAGE	35,000	
4205	REVELLO AND BERESFORD CHANNELS	50,000	New Chart

4. The forthcoming Indian Publication is as follows:-

<i>Title of Publication</i>	<i>Edition</i>
Indian List of Lights – Volume F & K	2015

VI

Availability of ENCs.

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

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



SECTION – I

The list of charts affected by the Notices 088 to 100 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	089, 094, 097(P), 098(T)
22 (INT 752)	3	097(P)
31	5	100(T)
32 (INT 754)	5	100(T)
33	5	100(T)
200	2	094
205	2	089
207	2	097(P)
208	2	098(T)
209	2	098(T)
211	3	091
215	3	099(T)
216	3	099(T)
217	3	090, 097(P)
220	3	091
252 (INT 7325)	2	089
253 (INT 7328)	2	089
254 (INT 7331)	2	097(P), 098(T)
255 (INT 7334)	3	091
258 (INT 7348)	3	090, 097(P)
259 (INT 7356)	3	091
272	4	090, 097(P)
289	1	095
291	2	094
292 (INT 7021)	2	089, 097(P), 098(T)
293 (INT 7022)	3	097(P)
308	5	100(T)
352 (INT 7416)	5	100(T)
354 (INT 7408)	5	100(T)
355 (INT 7405)	5	100(T)
357 (INT 7397)	5	100(T)
391	5	100(T)
2002 (INT 7351)	3	088, 090
2008	3	099(T)
2010	3	099(T)
2016 (INT 7336)	3	091
2029 (INT 7358)	3	091
2039	2	098(T)
2049	2	094
2050	2	094
2052 (INT 7350)	3	090, 097(P)
2088	1	096
2097	1	096
2102	2	098(T)
2514 (INT 7739)	1	093
3019	7	092
3022	7	092

SECTION – II

PERMANENT NOTICES

***088/(11/15) INDIA – WEST COAST – Ports of New Mangalore & Mangalore – Jetty. Coastline.**

Source: NHO Dehradun.

Chart 2002 (INT 7351) [previous update 031/15]

Insert accompanying block showing amendments to Jetty & Coastline centered on: 74° 48′.80N., 12° 55′.50E.

***089/(11/15) INDIA – WEST COAST – Navibandar to Veraval – Wreck.**

Source: IH- 102 INS Suvarna.

Chart 21 [previous update 069/15]

Insert  PA 20° 56′.22N., 69° 33′.83E.

Chart 292 (INT 7021) [previous update 069/15]

Insert  PA 20° 56′.22N., 69° 33′.83E.

Chart 253 (INT 7328) [previous update 076/15]

Insert  PA 20° 56′.22N., 69° 33′.83E.

Chart 252 (INT 7325) [previous update 084/15]

Insert  PA 20° 56′.22N., 69° 33′.83E.

Chart 205 [previous update 069/15]

Insert  PA 20° 56′.22N., 69° 33′.83E.

***090/(11/15) INDIA – WEST COAST – Ports of New Mangalore & Mangalore – Fairway Buoy.**

Source: New Mangalore Port Trust.

Chart 272 [previous update 081/15]

Amend buoy to, *Fl.5s* 12° 54′.75N., 74° 44′.37E.
Fairway

Chart 258 (INT 7348) [previous update 081/15]

Move  *Fl.5s* from: 12° 54′.84N., 74° 44′.29E.
Fairway to: 12° 54′.75N., 74° 44′.37E.

Chart 217 [previous update 047/15]



Move  *Fl.5s* from: 12° 54′.77N., 74° 44′.40E.
Fairway to: 12° 54′.68N., 74° 44′.42E.

Chart 2052 (INT 7350) [previous update 047/15]

Move  *Fl.5s* from: 12° 54′.84N., 74° 44′.29E.
Fairway to: 12° 54′.75N., 74° 44′.37E.

Chart 2002 (INT 7351) [previous update 088/15]

Move  *Fl.5s* from: 12° 54′.84N., 74° 44′.29E.
Fairway to: 12° 54′.75N., 74° 44′.37E.

***091/(11/15) INDIA – WEST COAST – Mumbai to Kochi – Buoys.**

Source: DGLL.

Chart 255 (INT 7334) [previous update 203/14]

Delete	 Fl(2)5s	18° 45′.80N., 72° 29′.03E.
	 Q.G	18° 51′.55N., 72° 41′.25E.

Chart 259 (INT 7356) [previous update NE 31 Mar 15]

Delete	 Fl(2).5s	10° 08′.11N., 76° 02′.95E.
--------	--	----------------------------

Chart 211 [previous update 203/14]

Delete	 Fl(2)5s	18° 45′.85N., 72° 29′.00E.
	 Q.G	18° 51′.55N., 72° 40′.90E.

Chart 220 [previous update 034/15]

Delete	 Fl(2).5s	10° 08′.10N., 76° 02′.96E.
--------	--	----------------------------

Chart 2016 (INT 7336) [previous update 046/15]

Delete	 Fl(2)5s	18° 45′.85N., 72° 29′.00E.
	 Q.G	18° 51′.55N., 72° 40′.90E.

Chart 2029 (INT 7358) [previous update 034/15]

Delete	 Fl(2).5s	10° 08′.20N., 76° 02′.90E.
--------	--	----------------------------

***092/(11/15) BAY OF BENGAL – BURMA – Sittwe Harbour – Beacon.**

Source: IH 102, INS Darshak.

Chart 3019 [previous update 062/15]

Delete		20° 07′.17N., 92° 53′.92E.
		20° 07′.18N., 92° 53′.88E.
		20° 07′.43N., 92° 53′.91E.
		20° 07′.43N., 92° 53′.81E.
		20° 07′.69N., 92° 53′.92E.
		20° 07′.69N., 92° 53′.86E.
		20° 07′.92N., 92° 53′.99E.
		20° 07′.92N., 92° 53′.91E.
		20° 08′.78N., 92° 54′.39E.
		20° 08′.79N., 92° 54′.37E.
		20° 09′.01N., 92° 54′.42E.
		20° 09′.16N., 92° 54′.51E.
		20° 09′.17N., 92° 54′.49E.
		20° 09′.31N., 92° 54′.61E.
		20° 09′.33N., 92° 54′.59E.
		20° 09′.48N., 92° 54′.68E.
		20° 09′.50N., 92° 54′.67E.
		20° 09′.86N., 92° 54′.75E.
		20° 09′.86N., 92° 54′.72E.
		20° 10′.09N., 92° 54′.82E.
		20° 10′.10N., 92° 54′.80E.

092/(11/15) BAY OF BENGAL – BURMA – Sittwe Harbour – Beacon. Continued.*Chart 3022** [previous update 062/15]

Delete



20° 07′.17N., 92° 53′.91E.
 20° 07′.43N., 92° 53′.91E.
 20° 07′.69N., 92° 53′.92E.
 20° 07′.92N., 92° 53′.99E.
 20° 08′.79N., 92° 54′.37E.
 20° 09′.02N., 92° 54′.42E.
 20° 09′.17N., 92° 54′.52E.
 20° 09′.32N., 92° 54′.61E.
 20° 09′.51N., 92° 54′.70E.
 20° 09′.86N., 92° 54′.75E.
 20° 10′.09N., 92° 54′.82E.
 20° 10′.29N., 92° 55′.00E.

093/(11/15) INDIAN OCEAN – MAURITIUS – Approaches to Port Louis – Marine Reserve.

Source: UKHO.

Chart 2514 (INT 7739) [previous update 073/15]

Insert

limit of marine reserve, **TTTTMR**TTT, joining:



20° 05′.44S., 57° 30′.52E.
 20° 05′.44S., 57° 29′.90E.
 20° 03′.48S., 57° 30′.46E.
 20° 03′.48S., 57° 31′.27E.
 20° 04′.40S., 57° 30′.50E.
 20° 07′.70N., 57° 31′.90E.

legend, “Balaclava Marine Reserve (See Note)”,
 centered on:



accompanying note, “Marine Reserve”, centered on:

094/(11/15) PAKISTAN COAST – Karachi Harbour – Wreck.



Source: BA Notice 639/15.

Chart 21 [previous update 089/15]Substitute  Wk for 



24° 44′.60N., 66° 59′.30E.

Chart 291 [previous update 080/15]Substitute  Wk for 



24° 44′.60N., 66° 59′.30E.

Chart 200 [previous update 071/14]Substitute  Wk for 

24° 44′.57N., 66° 59′.31E.

Chart 2049 [previous update 134/14]Substitute  Wk for 


24° 44′.58N., 66° 59′.29E.

Chart 2050 [previous update 134/14]Substitute  Wk for 

24° 44′.58N., 66° 59′.29E.

095/(11/15) UNITED ARAB EMIRATES – Strait of Hormuz to Qatar – Buoys, AIS.


Source: BA Notice 674/15.

Chart 289 [previous update 051/15]Move  AIS Fl(4)Y.10sSDM1, from:

25° 23′.00N., 54° 35′.00E.

to:



25° 20′.10N., 54° 38′.10E.

Delete  AIS Fl(4)Y.10sSDM2



25° 24′.50N., 54° 53′.00E.

096/(11/15) ARABIA – GULF OF OMAN – Musqat to Mina Al Fahl – Wreck.

Source: BA Notice 1186/15.

Chart 2088 [previous update 174/14]Substitute  PA for  PA

23° 39′.00N., 58° 34′.00E.

Chart 2097 [previous update 174/14]Substitute  PA for  PA

23° 39′.00N., 58° 34′.00E.



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***097 (P)/(11/15) INDIA – WEST COAST – Diu Head to Mangalore – Buoy.**

Source: DG Shipping

1. Withdrawal of below mentioned wreck marking buoys by MV Sagardeep- II is in progress.

Sl No.	Name of wreck marking buoy	Position
(a)	Asian forest	12°47'.91N., 074°44'.42E
(b)	Logo searcher	20°37'.90N., 071°38'.50E

2. Mariners are advised to navigate with caution in the vicinity and contact local port authorities for more information.

3. Position is referred to WGS84 datum.

4. **Former INM 194(P)/14 is cancelled.**

Charts affected 21 – 22 (INT 752) – 292 (INT 7021) – 293 (INT 7022) – 272 – 258 (INT 7348) – 254 (INT 7331) – 207 – 217 – 2052 (INT 7350).

***098(T)/(11/15) INDIA – WEST COAST– Bhavnagar Port –Anchorage.**

Source: VTS Khambhat.

1. MV Meem and MV Jiyang anchored at Bhavnagar anchorage at 21° 42'.59N., 72° 21'.65E and 21° 40'.11N., 72° 25'.08E respectively. Both vessels are manned but unlit.

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

Charts affected – 21– 208 – 209 – 254 (INT 7331) – 292 (INT 7021) – 2039– 2102.

***099(T)/(11/15) INDIA – WEST COAST – Karwar Naval Harbour – Buoy.**

Source: HQKNA.

1. Port hand Buoy N8 at Karwar Harbour reported sunk in position 14-45.84N 074-07.41E, buoy appreciated to be displaced 18 m NNE from charted position at height of 2.30 m from sea bed.

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

3. **Former INM 166(T)/14 is cancelled.**

Chart Affected – 215 – 216 – 2008 – 2010.

***100(T)/(11/15) 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
*BOPS6	12° 06'.05N	80° 06.25E	177	32 (INT 754) – 33 – 357 (INT 7397).
BOPD6	12° 00'.32N	80° 12'.30E	180, 680	32 (INT 754) – 33 – 357 (INT 7397).
BOKS5	16° 15'.11N	82° 07'.07E	199	31 – 32 (INT 754) – 355 (INT 7405) – 391.
BOKD6	16° 06'.22N	82° 12'.27E	236	31 – 32 (INT 754) – 355 (INT 7405) – 391.
BSVS5	17° 03'.55N	83° 03'.57E	170	31 – 32 (INT 754) – 391 – 354 (INT 7408).
BOVD5	17° 45'.33N	84° 03'.55E	165, 574, 979	31 – 32 (INT 754) – 308 – 354 (INT 7408) – 391.
BOVS6	17° 47'.21N	83° 58'.33E	183	31 – 32 (INT 754) – 308 – 354 (INT 7408) – 391.
BSGS5	18° 35'.40N	84° 52'.40E	168	31.
BOGS7	19° 25'.08N	85° 42'.14E	175	31 – 352 (INT 7416).
BOGD7	19° 23'.56N	85° 47'.20E	197, 603, 1030	31 – 352 (INT 7416).
BNBD7	19° 01'.82N	88° 56'.09E	310, 420, 425	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 086(T)/15 is cancelled.**

SECTION – IV **MARINE INFORMATION**

1. **NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

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

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

(Source - NAVAREA VIII Warning 100/12)

3. **DISPLAY ANOMALIES IN ECDIS**

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

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

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

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

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

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

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

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

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

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

5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

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

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

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

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


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

7. **CAUTIONARY NOTE**

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

Distribution of Indian Paper Charts and Nautical Publications

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

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

List of Indian Chart Agents.

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg	EW Liner Charts & Publication (India) 2/524 Sundeep Road, Chinna Neelangerai, Chennai 600041 Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: maritimeindia@airtelmail.in
M/s C & C Marine Combine 25 Bank Street, 1 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@vsnl.com, sales@ccmarine.in	Gujarat Pipavav Port Limite PO – Ucchayya, Dist.- Amereli Gujarat – 365 560 Tele:- 91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 6510 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: RajShekhar.Chakravorty@jeppesen.com, info@jeppesen.com Website: www.jeppesen.com
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in, charts@mtnl.net.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +919937064299 Email: ashiskantha@gmiindia.in Web: www.gmiindia.in
Lift O Marine Allen's Mansion, C6 Nungi Station Road, Kolkata – 700140 Mob: +91 9836972027 / 8902228463 Email: sankar@liftomarine.org / liftomarine77@gmail.com Web: www.liftomarine.org	M/s L. R. Marine Services 301, 3rd Floor, Biry House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-6635 9148 Cell No: +91 8108926880/+91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com
M/s Engineering Logistics Executive Multi Services Elems Charts, Door No: 61-4-45-A/4, Prakash Nagar Malkapuram Visakhapatnam - 530 011 Mob: +91 9133871827 Email: sales@elemscharts.in Web: www.elemscharts.in	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills, Hyderabad- 500 034 Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 015 Mob: +91 7926923982 Email: jyoti@aatash.com, zubin@aatash.com	

SECTION – V
NAVAREA – VIII WARNINGS IN FORCE

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings in force as on 31 May 15:

2014 SERIES	– 111	211	233	241	311	336	398	405	415	438	439	586	614	654	676								
2015 SERIES	– 025	081	099	122	124	154	160	161	178	206	247	261	287	288	298	305	309	316	334				
	342	353	357	359	366	369	373	374	377	381	382	384	385	386	387	389	390	391	392	393	394	395	396

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

359.	Lakshadweep Sea – off Maldives. Charts 22 261 273 INT 71. Master of MV Hanjim Miami reported fallen overboard in position 07-20.9N 075-01E on 151400 UTC May.
360.	India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Salaya channel buoy Narara re-laid in position 22-35.91N 069-36.12E.
361.	Bay of Bengal – off Sri Lanka. Charts 23 32 INT 71 706 707. FVSL Dhoni reported adrift with 06 crew since 18 May in vicinity of 06-12N 083-45E.
362.	India West Coast – Okha. Charts 21 202 203 251 271 291 2013 2068 INT 71. Firing practice by Naval Coast Battery scheduled on 25 May 15 from 0530-0730 UTC. 2. Danger area extending up to 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E. 3. Safe flying Ht 12800 m. 4. Cancel this MSG 250830 UTC May 15.
363.	Cancel NAVAREA VIII 347 351/15 and this MSG.
364.	Cancel NAVAREA VIII 356/15 (.) India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list correct at 201001 UTC May 15. ABAN ICE 18-45.02N 071-55.42E NEW ABAN III 19-22.07N 071-26.07E ABAN IV 19-34.43N 071-21.89E BADRINATH 19-28.06N 071-53.40E CE THORNTON 21-03.00N 072-23.00E DISCOVERY-1 19-12.50N 072-02.24E DYNAMIC VISION 18-39.23N 070-58.86E DEEP SEA FORTUNE 19-40.14N 072-00.34E FG MC CLINTOCK 19-13.43N 071-28.72E GREAT DRILLER CHAAYA 18-32.68N 072-13.98E GREATDRILL CHETNA 19-57.30N 071-14.47E GREATDRILL CHITRA 19-19.55N 072-00.81E GREATDRILL CHAARU 18-40.04N 072-19.95E HARVEY H WARD 19-32.84N 071-22.80E JINDAL STAR 18-36.20N 072-13.99E JT ANGEL 20-20.29N 071-27.51E KEDARNATH 19-34.12N 071-46.90E MERCURY FOCUS 21-18.12N 072-31.64E PARAGON L-786 18-31.16N 072-14.46E PARAGON M 1161 19-28.15N 071-14.64E RON TAPMEYAR 19-16.42N 071-26.87E SAGAR GAURAV 19-07.88N 070-58.50E SAGAR SHAKTI 19-39.70N 071-04.71E SAGAR JYOTI 19-25.14N 071-15.83E SAGAR KIRAN 18-44.50N 072-19.63E SAGAR LAXMI 20-58.00N 071-33.00E SAGAR PRAGATI 20-58.00N 071-33.00E SAGAR UDAY 18-36.16N 071-01.64E SUNDOWNER VII 18-30.06N 072-15.95E TRIDENT II 18-29.41N 072-14.73E TRIDENT XII 18-45.23N 072-18.00E VICTORY DRILLER 19-06.08N 070-56.43E VIRTUE-I 18-58.44N 071-37.44E VALIANT DRILLER 19-25.36N 071-19.57E
2.	Wide berth requested.

<p>365. Cancel NAVAREA 361/15. India East Coast – Bay of Bengal. Charts 23 32 INT 71 706 707. FVSL Dhoni reported adrift with 06 crew in vicinity of 11-57N 084-24E on 20 May.</p>
<p>366. India East Coast – off Gopalpur. Charts 31 352 353 391 3005 INT 706.</p> <p>2. Army Air Defence firing scheduled from 272330-301730 UTC May, 312330 May -031730 Jun, 072330-101730, 152330-201730 and 212330-241730 UTC Jun 15 in area bounded by (a) 19-14.60N 084-53.70E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 42 NM radius joining point (b) and (c) Safe flying Ht 6100 m.</p> <p>3. PTA flight scheduled from 272330-301730 UTC May, 312330 May -031730 Jun, 072330-101730, 152330-201730 and 212330-241730 UTC Jun 15 in area bounded by 19-17.67N 084-55.21E, 19-10.75N 084-47.38E, 18-56.03N 084-52.64E, 19-12.33N 085-14.92E.</p> <p>4. Safe flying Ht 1525 m.</p> <p>5. No over flight and vessels permitted in area.</p> <p>6. Cancel this MSG 241830 UTC Jun 15.</p>
<p>367. Cancel NAVAREA 330 and this MSG.</p>
<p>368. Indian Ocean – Western Part. Charts INT 7072. Capsized sailing catamaran reported adrift in vicinity of 27-26.4S 064-30E on 21 May.</p> <p>2. Cancel this MSG 251000 UTC May 15.</p>
<p>369. Lakshadweep Sea – SW of Galle. Charts 23 32 INT 71 706 707. FVSL Vihanga reported adrift with 06 crew in vicinity of 05-00N 077-53E on 20 May.</p>
<p>370. India West Coast – off Mumbai. Charts 22 211 255 293 INT 71 706. Uttan DGPS (ALOL 0499) will be off on 26 May from 0030-1230 UTC.</p> <p>2. Cancel this MSG 261330 UTC May 15.</p>
<p>371. India East Coast – Chennai. Charts 32 33 313 356 357 3001 INT 706. Firing practice by Naval Coast Battery scheduled on 29 May between 0530 - 0730 UTC.</p> <p>2. Danger sector extending up to 11 NM between bearing 045 and 075 from 13-07.03N 080-18.02E.</p> <p>3. Safe flying Ht 12800 m.</p> <p>4. No vessels permitted in danger area.</p> <p>5. Cancel this MSG 290830 UTC May 15.</p>
<p>372. India West Coast – Porbander. Charts 22 204 205 252 292 INT 71 706. Porbander DGPS will be off air on 26 May 15 from 0130-1230 UTC.</p> <p>2. Cancel this MSG 261330 UTC May 15.</p>
<p>373. India West Coast – Arabian Sea. Charts 22 257 293 INT 71. Sarvekshak will undertake hydrographic survey from 23 May- 01 Jun in area bounded by 15-02N 072-29E, 15-10N 072-54E, 14-45N 073-02E, 14-36N 072-37E.</p> <p>2. Wide berth of 03 NM requested.</p> <p>3. Cancel this MSG 020001 UTC Jun 15.</p>
<p>374. Cancel NAVAREA 365/15. India East Coast – Bay of Bengal. Charts 23 32 INT 71 706 707. FVSL Dhoni reported adrift with 06 crew in vicinity of 12-34N 085-21E on 22 May.</p>
<p>375. Cancel NAVAREA VIII 030/15 and this MSG. INTM 084(10/15) refers.</p>
<p>376. NAVAREA VIII warnings in force as on 22 May 2015 2014 series – 111 211 233 241 310 311 336 398 405 415 438 439 467 476 586 614 654 676 2015 series – 025 055 081 099 122 124 154 160 161 164 178 206 252 261 287 288 298 304 305 309 312 316 317 318 330 334 342 344 350 353 357 359 360 362 364 366 367 368 369 370 371 372 373 374 375 (a) NAVAREA VIII warnings less than 42 days old (27/15 onward) promulgated via SafetyNet. (b) Text of NAVAREA VIII warnings in force including those which no longer broadcast available on www.hydrobharat.nic.in.</p> <p>2. Cancel this MSG 291008 UTC May 15.</p>
<p>377. Indian West Coast – Arabian Sea. Charts 21 255 256 293 INT 71. Cable layer Ile de Batz progressing survey till 31 May along route 19-01.83N 072-34.05E, 19-00.36N 072-26.58E, 19-00.80N 072-21.54E, 19-01.22N 072-15.07E, 18-49.86N 072-08.91E, 18-39.32N 071-48.54E, 17-55.09N 070-25.24E, 17-31.75N 069-20.47E, 17-32.64N 069-28.54E.</p> <p>2. Vessel streaming cable of 1700 m astern.</p> <p>3. Wide berth of 02 NM requested.</p>
<p>378. Cancel NAVAREA VIII 467/14. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Following reported in Salaya channel</p> <p>(a) Paga buoy re-established at 22-35.40N 069-14.60E. (b) Mithapur buoy re-established at 22-25.04N 068-51.95E. (c) Ranwara buoy re-established at 22-39.20N 069-19.80E.</p> <p>2. Cancel this MSG 251000 UTC May 15.</p>

379.	Cancel NAVAREA VIII 467 476/14 164/15 303 312 315 318 350 360 376.
380.	<p><u>NAVAREA VIII warnings in force as on 23 May 2015</u> <u>2014 Series</u> – 111 211 233 241 311 336 398 405 415 438 439 586 614 654 676 <u>2015 Series</u> – 025 055 081 099 122 124 154 160 161 178 206 247 261 287 288 298 304 305 309 316 317 334 342 344 353 357 359 362 364 366 368 369 370 371 372 373 374 377 378 379 (a) NAVAREA VIII warnings less than 42 days old (272/15 onward) promulgated via SafetyNet. (b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on www.hydrobharat.nic.in.</p> <p>2. Cancel this MSG 291004 UTC May 15.</p>
381.	India West Coast – Kochi. Charts 22 220 259 INT 71 752. Wreck buoy in position 10-08.2N, 076-02.9E retrieved permanently.
382.	India East Coast – Bay of Bengal. Charts 32 33 356 INT 706. Firing by Naval aircraft scheduled daily from 01-07 and 15-21 Jun 15 from 0230-1130 UTC. 2. Danger area extending 15 NM around 13-50N 081-40E. 3. Safe flying Ht 3050 m. 4. Cancel this MSG 211230 UTC Jun 15.
383.	India West Coast – Gulf of Khambhat. Charts 208 254 292 2044 INT 71 706. Gopinath DGPS will be off air on 28 May 15 from 0130-1230 UTC. 2. Cancel this MSG 281330 UTC May 15.
384.	India West Coast – Arabian Sea. Charts 22 INT 71. Firing by Naval ships scheduled on 02 Jun 15 from 0030-0730 UTC in area bounded by 17-02N 069-51E, 16-41N 070-31E, 16-01N 069-58E, 16-24N 069-15E. 2. Safe flying Ht 10000m. 3. No vessels permitted in danger area. 4. Cancel this MSG 020830 UTC Jun.
385.	Indian East Coast – off Ravva Oilfield. Charts 31 355 INT 71. Rig 140 reported loss of anchor with 380 m cable and 2040 m wire rope in position 16-24.55N 082-21.61E.
386.	Indian Ocean – W Part. Charts INT 71. Rig list correct at 271004Z UTC May 15. Belford 10-29.81S 040-44.41E 2. Wide berth of 04 NM around rig requested.
387.	Indian Ocean – SW part. Charts INT 71. Zoulfecar 1 reported adrift in vicinity of 09-31.2S 041-44.2E. 2. Cancel this MSG 301000 UTC May 15.
388.	India East Coast – Gulf of Mannar. Charts 32 224 262 INT 71 INT 706. Firing from CG aircraft scheduled daily from 28-29 May 15 from 0130 - 1130 UTC in area bounded by 08-25N 078-25E, 08-40N 078-45E, 08-35N 078-30E. 2. Safe flying Ht 2000 m. 3. Cancel this MSG 291230 UTC May 15.
389.	Andaman Sea – off Narcondam. Charts 33 472 473 INT 71 706. Samudra Ratnakar progressing geomorphological study till 05 Jun 15 in area bounded by 13-45.15N 093-42.41E, 13-47.36N 094-27.80E, 12-35.95N 094-28.60E, 12-37.35N 093-20.61E. 2. Wide berth around vessel requested. 3. Cancel this MSG 051830 UTC Jun 15.
390.	Indian West Coast – Arabian and Lakshadweep Sea. Charts 22 32 272 273 293 INT 71. Ile de Batz will lay cables from 01-03 Jun 15 in area bounded by 17-33.94N 069-25.96E, 17-32.27N 069-29.60E, 17-25.51N 069-24.95E, 17-27.76N 069-21.41E and from 03 to 10 Jun 15 along route 15-21.50N 069-58.21E, 15-13.79N 070-01.11E, 14-34.89N 070-16.51E, 12-16.18N 072-45.47E, 11-15.32N 073-49.78E, 10-54.75N 074-05.85E, 10-24.58N 074-12.06E, 07-40.91N 075-26.57E, 06-20.03N 077-03.41E, 05-57.23N 077-52.64E, 05-51.93N 078-03.73E. 2. Wide berth of 02 NM around vessel requested.
391.	Cancel NAVAREA VIII 304/15. India West Coast – off Mumbai. Charts 21 210 211 254 292 INT 71. WG Magellan and Vespucci progressing seismic survey till 15 Jun 15 in area bounded by 18-58.00N 072-34.13E, 19-22.75N 072-36.73E, 19-44.38N 072-36.75E, 19-52.12N 072-24.30E, 19-52.11N 071-48.41E, 18-58.00N 071-48.46E. 2. Vessels towing 08 cables of 3.6 NM length with yellow tail buoy with Fl Lt. 3. Wide berth of 05 NM astern and 02 NM ahead/ abeam requested. 4. Cancel this MSG 151930 UTC Jun 15.
392.	Cancel NAVAREA VIII 055 344/15 and this MSG.
393.	Bay of Bengal – Southern Part. Charts 33 INT 71 INT 707. Refer special notice 16 of N to M. NIOT moored buoy reported adrift from position 07-01.44N 088-00.51E. 2. Report sighting to MRCC (PB). 3. Cancel this MSG 041000 UTC Jun 15.

394. Cancel NAVAREA VIII 364/15. India West Coast. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list correct at 291005 UTC May 15

ABAN ICE	18-45.02N	071-55.42E
ABAN III	19-22.07N	071-26.07E
ABAN IV	19-34.43N	071-21.89E
BADRINATH	19-28.06N	071-53.40E
CE THORNTON	21-03.00N	072-23.00E
DISCOVERY-1	19-12.50N	072-02.24E
DYNAMIC VISION	18-39.23N	070-58.86E
DEEP SEA FORTUNE	19-40.14N	072-00.34E
DEEP SEA FOSSIL	18-41.47N	072-20.88E NEW
FG MC CLINTOCK	19-13.43N	071-28.72E
GREAT DRILLER CHAAYA	18-32.68N	072-13.98E
GREATDRILL CHETNA	21-37.38N	068-26.55E NEW
GREATDRILL CHITRA	19-19.55N	072-00.81E
GREATDRILL CHAARU	18-40.04N	072-19.95E
HARVEY H WARD	19-32.84N	071-22.80E
JINDAL STAR	18-36.20N	072-13.99E
JT ANGEL	20-20.29N	071-27.51E
KEDARNATH	19-34.12N	071-46.90E
MERCURY FOCUS	21-18.12N	072-31.64E
PARAGON L-786	18-31.16N	072-14.46E
PARAGON M 1161	19-28.15N	071-14.64E
RON TAPMEYAR	19-16.42N	071-26.87E
SAGAR GAURAV	19-07.88N	070-58.50E
SAGAR SHAKTI	19-39.70N	071-04.71E
SAGAR JYOTI	19-25.14N	071-15.83E
SAGAR KIRAN	18-44.50N	072-19.63E
SAGAR LAXMI	20-58.00N	071-33.00E
SAGAR PRAGATI	20-58.00N	071-33.00E
SAGAR UDAY	18-36.16N	071-01.64E
SUNDOWNER VII	18-30.06N	072-15.95E
TRIDENT II	18-29.41N	072-14.73E
TRIDENT XII	18-45.23N	072-18.00E
VICTORY DRILLER	19-06.08N	070-56.43E
VIRTUE-I	18-58.44N	071-37.44E
VALIANT DRILLER	19-25.36N	071-19.57E

2. Wide berth requested.

395. India East Coast – off KG Basin. Charts 32 355 356 INT 71. SV Geos progressing physical survey and borehole investigation till 09 Sep 15 in area bounded by (a) 15-30.28N 080-33.18E, 15-27.52N 080-32.50E, 15-29.55N 080-32.37E, 15-29.02N 080-32.58E (b) 15-25.16N 080-35.16E, 15-24.40N 080-35.36E, 15-24.29N 080-35.46E (c) 15-32.24N 080-42.29E.

2. Wide berth requested.

3. Cancel this MSG 091930 UTC Sep 15.

396. NAVAREA VIII warnings in force as on 29 May 2015

2014 Series – 111 211 233 241 311 336 398 405 415 438 439 586 614 654 676

2015 Series – 025 081 099 122 124 154 160 161 178 206 247 261 287 288 298 305 309 316
334 342 353 357 359 366 369 373 374 377 381 382 384 385 386 387 389 390 391 392
393 394 395

(a) NAVAREA VIII warnings less than 42 days old (287/15 onward) promulgated via SafetyNet.

(b) Text of NAVAREA VIII warnings in force including those which no longer broadcast available on www.hydrobharat.nic.in.

2. Cancel this MSG 051007 UTC Jun 15.

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

- NIL -

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 08 dated 16 Apr 2015)

NIL

INP 31(2), 2014

(Last correction: Edition No. 05 dated 01 Mar 2015)

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 40, MADAGASCAR

Insert entry below Majunga Lt Buoy CNE 6,

Toamasina Lt Buoy No 1	18°08'.05S 49°25'.50E	996470001		Real	
Toamasina Lt Buoy No 2	18°08'.00S 49°25'.80E	996470002		Real	
Toamasina Lt Buoy No 3	18°08'.60S 49°25'.40E	996470003		Real	
Toamasina Lt Buoy No 4	18°08'.70S 49°25'.70E	996470004		Real	
Toamasina petit recif Lt Buoy No 5	18°06'.40S 49°27'.00E	996470005		Real	

(Source: BA 19/15)

(11/15)

DIFFERENTIAL GPS (DGPS)

PAGE 58, BELOW MALAYSIA PENINSULAR

Insert

OMAN								
Mirbat	16°58'.00N 54°45'.05E	310	200	494 495	152	340	Yes	3 5 6 7 9 16
Ra's Al Hadd	22°28'.12N 59°47'.01E	300	200	490 491	150	310	Yes	3 5 6 7 9 16
Ra's Madrasah	19°02'.86N 57°45'.52E	305	200	492 493	151	340	Yes	3 5 6 7 9 16

(Source: BA 21/15)

(11/15)

LEGAL TIME

PAGE 77, Legal Time Table, row 9,

Egypt

Delete entry and replace by:

Egypt	-2	*		
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(Source: BA 20/15)

(11/15)

INP 31(5), 2011*(Last correction: Edition No. 22 dated 16 Nov 2014)***PAGE 145, Chapter 09, MARITIME SAFETY INFORMATION (MSI) UNDER GMDSS, NAVTEX, STATION WITH OPERATIONAL NAVTEX FACILITIES.***Insert entry below PAKISTAN,*

SEYCHELLES	
Mahe [T] [M] Position: 04°39'.32S 55°28'.38E Range: 250 n mile	TELEPHONE: +248 2224411 FAX: +248 2323288 Email: seycoast@seychelles.net
NAVTEX [T]	
Bulletin/Warning	Time UT (GMT)
Weather Bulletin	0310, 0710, 1110, 1510, 1910, 2310
Navigational Warning	0310, 0710, 1110, 1510, 1910, 2310
NAVTEX [M]	
Bulletin/Warning	Time UT (GMT)
Weather Bulletin	0200, 0600, 1000, 1400, 1800, 2200
Navigational Warning	0200, 0600, 1000, 1400, 1800, 2200
<i>(Source: BA 19/15)</i>	<i>(11/15)</i>

INP 31(6), 2012*(Last correction: Edition No. 06 dated 16 Mar 2015)***PAGE 46, INDIA, KAKINADA, Pilots & Deep Water Port, PROCEDURE, Section (4):***Delete entry and replace by;*(4) **Pilot boards** in the following position:

- (i) 17°01'.17N 82°22'.67E
- (ii) 17°00'.10N 82°20'.83E

*(Source: INHO)**(11/15)*

SECTION – IX **REPORTING OF NAVIGATIONAL DANGERS**

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

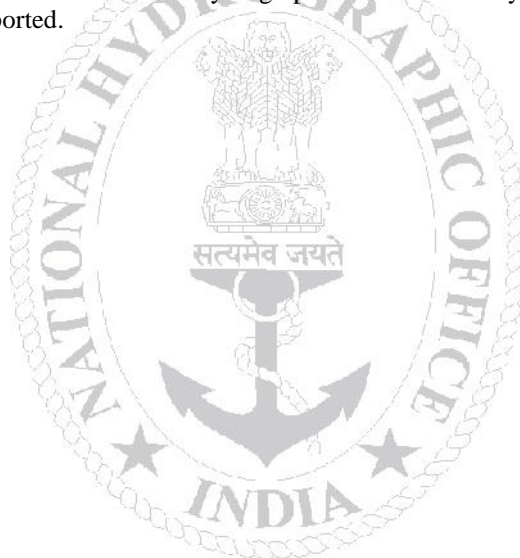
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

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

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

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

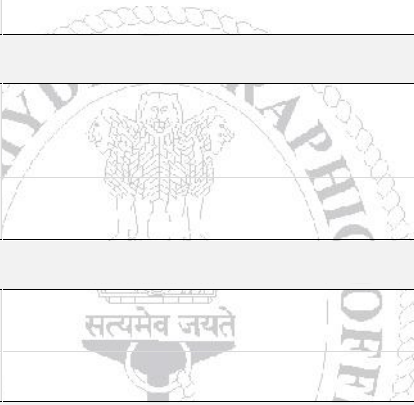

Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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



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

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

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

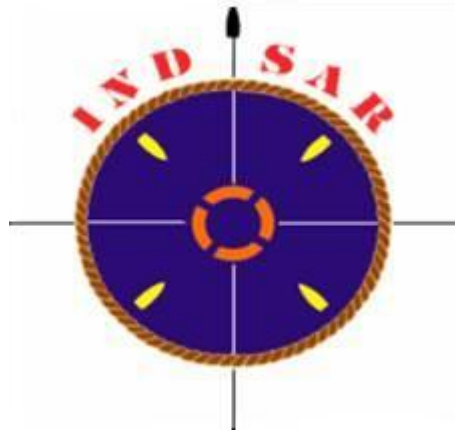
14. RESCUE & DISTRESS	
Salvage, Lifeboat, Life guards, etc	
15. SUPPLIES	
Fuel (Type, Quantities & Method of delivery)	
Fresh water (Method of delivery and Rate of supply)	
Provisions	
Chart agents	
16. COMMUNICATIONS	
Road, Rail and Air services available	
Nearest airport or airfield	
Port Radio and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

To accompany Indian Notice to Mariners 093/15

Chart 2514 (INT 7739)

Marine Reserve

Entry into the Balaclava Marine Reserve shown on this chart is affected by numerous restrictions and prohibitions. For further details, contact the local port authorities.



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