

# INDIAN NOTICES TO MARINERS



EDITION NO. 16 DATED 16 AUG 2015

(CONTAINS NOTICES 136 TO 143)

REACH US 24 x 7



in的角度@nic.in  
msis-in的角度@nic.in



+91-135-2748373



National Hydrographic Office  
107-A, Rajpur Road  
Dehradun – 248001  
INDIA



Joint Director of Hydrography  
Maritime Safety Information Services  
+91- 135 - 2747360-65

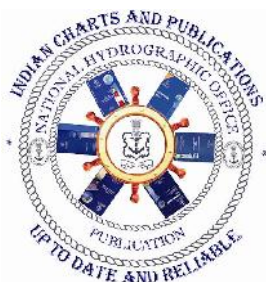
**WWW**  
[www.hydrobharat.gov.in](http://www.hydrobharat.gov.in)

## 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 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

**FEEDBACK:** [msis-in的角度@nic.in](mailto:msis-in的角度@nic.in)



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



© Govt. of India Copyright

No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.

## II

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

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

**Chief Hydrographer  
to the Government of India**

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

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

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

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

### III

## **EXPLANATORY NOTES**

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

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

## IV

**Laws and Regulations.** While in the interest of the safety of shipping, the Hydrographic Office makes every endeavor to include in its publications details of the laws and regulations of all countries pertaining to navigation, it must be clearly understood: -

- (a) That no liability whatsoever can be accepted for failure to publish details of any particular law or regulation and
- (b) That publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

**Correction of Charts and Publications by the Users.** Notices to Mariners contain important information concerning safety of navigation at sea, hence, they should be used to keep the specified charts and publications up-to-date.

**Reliance on Charts and Associated Publications.** While every effort is made by the Hydrographic Office to ensure the accuracy of the information on Charts and Publications before they are published, it should be appreciated that it may not always be complete and up-to-date. The mariner must be the final judge for the reliance he can place on the information available, bearing in mind his particular circumstances, local pilotage guidance and judicious use of available navigational aids.

**Use of Global Positioning System (WGS 84) positions.**

- (a) The positions of hydrographic objects shown on some of the Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).
- (b) Wherever these differences have been ascertained, their average values are published as a Cautionary Note on the chart concerned, as shifts in Latitude and Longitude. Whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.
- (c) These datum shift values are not uniform, particularly in areas off Andaman and Nicobar and Lakshadweep Islands, as these places are not linked to mainland network (Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of dangers.

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

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

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

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2037	30-06-2015	VALINOKKAM ANCHORAGE <u>Limits</u> 09° 04'.00N; 78° 34'.60E. 09° 12'.00N; 78° 45'.00E.	30,000	4	Rs. 1870.00
		VEPPALODAI ANCHORAGE <u>Limits</u> 08° 51'.00N; 78° 09'.00E. 08° 59'.50N; 78° 20'.30E.	30,000		Rs. 1870.00
2047	31-07-2015	AMINI ISLAND <u>Limits</u> 10° 59'.00N; 72° 35'.50E. 11° 10'.00N; 72° 45'.00E.	40,000	4	Rs. 1870.00
		KADMAT ISLAND <u>Limits</u> 11° 09'.40N; 72° 44'.00E. 11° 16'.33N; 72° 48'.10E.	25,000		
		KALPITTI TO PARALI ISLAND <u>Limits</u> 10° 46'.00N; 72° 06'.00E. 11° 00'.00N; 72° 23'.20E.	50,000		
		CHETLAT ISLAND <u>Limits</u> 11° 39'.70N; 72° 41'.60E. 11° 42'.90N; 72° 44'.00E.	35,000		
2116	31-07-2015	KORI CREEK <u>Limits</u> 23° 20'.00N; 68° 15'.50E. 23° 39'.00N; 68° 29'.10E.	37,500	2	Rs. 1870.00

2. The Indian Chart permanently withdrawn is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart/ Edition</i>	<i>Date of Publication</i>
2037	15-05-2002	VALINOKKAM ANCHORAGE	2037	30-06-2015
		VEPPALODAI ANCHORAGE		
2047	30-09-2005	AMINI ISLAND	2047	31-07-2015
		KADMAT ISLAND		
		KALPITTI TO PARALI ISLAND		
		CHETLAT ISLAND		

3. The new 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>
IN52037E	2037	VEPPALODAI ANCHORAGE	10-08-2015
IN52037K	2037	VALINOKKAM ANCHORAGE	10-08-2015
IN52047A	2047	KADMAT ISLAND	10-08-2015
IN42047B	2047	AMINI ISLAND	10-08-2015
IN52047E	2047	CHETLAT ISLAND	12-08-2015
IN42047D	2047	KALPITTI TO PARALI ISLAND	10-08-2015
IN52116K	2116	KORI CREEK	10-08-2015



## VI

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN52037P	2037	VEPPALODAI ANCHORAGE	14-10-2004
IN52037V	2037	VALINOKKAM ANCHORAGE	14-10-2004
IN52047K	2047	KADMAT ISLAND	25-10-2011
IN42047A	2047	AMINI ISLAND	31-03-2006
IN52047C	2047	CHETLAT ISLAND	31-03-2006
IN42047P	2047	KALPITTI TO PARALI ISLAND	31-03-2006

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2521	ALDABRA ISLAND	15,000	New Chart
2521	APPROACHES TO ALDABRA ISLAND	37,500	New Chart
4006 (INT 7449)	PORT BLAIR	15,000	New Chart

### 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: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>	M/s Jeppesen Norway AS Hovalandsveien 52 PO Box 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: -data@ecc.no Website: - <a href="http://www.primar.org">www.primar.org</a>	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: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a> Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a>

**SECTION – I**

The list of charts affected by the Notices 136 to 143 contained in this edition is as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
21	2	142 (T)
22 (INT 752)	3	142 (T)
23	1	142 (T)
31	5	143 (T)
32 (INT 754)	5	143 (T)
33	5	143 (T)
41 (INT 757)	6	143 (T)
201	2	136
214	3	142 (T)
257 (INT 7343)	3	142 (T)
268 (INT 7353)	4	142 (T)
273	4	142 (T)
289	1	140
292 (INT 7021)	2	142 (T)
293 (INT 7022)	3	142 (T)
356 (INT 7400)	5	143 (T)
357 (INT 7397)	5	143 (T)
391	5	143 (T)
404	6	143 (T)
405	6	143 (T)
472 (INT 7032)	6	143 (T)
2020	3	142 (T)
2022 (INT 7345)	3	142 (T)
2026	2	137
2047	4	142 (T)
2049	2	139
2050	2	139
2114	2	136
2117	2	136
4006	6	138
4012	6	138
7705 (INT 705)	1	142 (T)
8004	1	140, 141

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

**\*136 (16/15) Miscellaneous updates to charts.**

Source: NHO Dehradun.		
Chart	Previous Updates	Details
201	114/15	Insert Chart No.2116 and Magenta limit as follows: 23° 20′.00N., 68° 15′.50E. 23° 39′.00N., 68° 15′.50E. 23° 39′.00N., 68° 29′.10E. 23° 20′.00N., 68° 29′.10E. 23° 20′.00N., 68° 15′.50E.
2114	NC 31 Oct 14	Insert Chart No.2116 and Magenta limit as follows: 23° 20′.00N., 68° 24′.40E. (W Border) 23° 20′.00N., 68° 29′.10E. 23° 21′.50N., 68° 29′.10E. (N Border)
2117	NC 31 Jul 14	Insert Chart No.2116 and Magenta limit as follows: 23° 39′.00N., 68° 21′.50E. (W Border) 23° 39′.00N., 68° 29′.10E. 23° 37′.80N., 68° 29′.10E. (N Border)


**\*137 (16/15) INDIA – WEST COAST – Daman Anchorage – Light House.**

Source: IH 102, INS Sutlej.

**Chart 2026** [previous update 124/15]Delete  Lt HO (Disused) 20° 24′.82N., 72° 49′.90E.**\*138 (16/15) ANDAMAN SEA – INDIA – Andaman Islands – Port Blair – Transit mark. Tower.**

Source: IH 102, INS Investigator.

**Chart 4006** [previous update 053/14]

Insert  (a) 11° 40′.75N., 92° 43′.84E.  
11° 40′.82N., 92° 44′.04E.


pecked line, joining: (a) above

(b) 11° 40′.85N., 92° 44′.14E.

firm lime, joining: (b) above

11° 41′.04N., 92° 44′.73E.

legend, “2 Trs ≙ 252.2°”, centered on: 11° 41′.02N., 92° 44′.62E.

 (c) 11° 41′.89N., 92° 42′.83E.

pecked line, joining: (c) above

(d) 11° 41′.72N., 92° 43′.16E.


firm lime, joining: (d) above

11° 41′.50N., 92° 43′.59E.

legend, “2 Trs ≙ 298.2°”, centered on: 11° 41′.55N., 92° 43′.55E.





**\*138 (16/15) ANDAMAN SEA – INDIA – Andaman Islands – Port Blair – Transit mark. Tower. Continued.****Chart 4012** [previous update NC 30 Apr 14]

Insert		(a)	11° 40′.754N., 92° 43′.842E. 11° 40′.819N., 92° 44′.045E.
	pecked line, joining:	(a)	above
	firm lime, joining:	(b)	11° 40′.848N., 92° 44′.137E. (b) above 11° 41′.037N., 92° 44′.733E.
	legend, “2 Trs $\neq$ 252.2” , centered on:		11° 41′.033N., 92° 44′.710E.
	pecked line, joining:		11° 41′.800N., 92° 43′.013E. (N Border)
	firm lime, joining:	(c)	11° 41′.721N., 92° 43′.164E. (c) above 11° 41′.496N., 92° 43′.588E.
	Legend, “2 Trs $\neq$ 298.2” , centered on:		11° 41′.520N., 92° 43′.562E.
Amend	height of tower, (31)		11° 40′.510N., 92° 44′.876E.

**139 (16/15) PAKISTAN COAST – Karachi Harbour – Light.**

Source: BA Notice 2931/15.

**Chart 2049** [previous update 094/15]Delete  Fl(2)WR.8s34m6M and associated sectors 24° 47′.85N., 66° 59′.85E.**Chart 2050** [previous update 094/15]Delete  Fl(2)WR.8s34m6M and associated sectors 24° 47′.85N., 66° 59′.85E.**140 (16/15) IRAN OMAN AND UNITED ARAB EMIRATES – Jask To Dubayy and Jazireh – Ye Qeshm – Wreck.**

Source: BA Notice – 2993/15.

**Chart 289** [previous update 107/15]Insert  25° 23′.30N., 55° 03′.70E.**Chart 8004** [previous update 107/15]Insert  25° 23′.20N., 55° 03′.64E.**141 (16/15) IRAN OMAN AND UNITED ARAB EMIRATES – Jask To Dubayy and Jazireh – Ye Qeshm – Anchorage Limit.**

Source: BA Notice 3072/15.

**Chart 8004** [previous update 140/15]Insert limit of anchorage area,  , joining: 25° 32′.90N., 54° 51′.34E.

25° 32′.90N., 54° 57′.94E.

25° 29′.90N., 54° 57′.94E.

25° 29′.90N., 54° 51′.34E.

Delete limit of anchorage area,  , joining: 25° 32′.90N., 54° 52′.94E.

25° 32′.90N., 54° 57′.84E.

25° 30′.00N., 54° 57′.84E.

25° 30′.00N., 54° 52′.90E.

## SECTION – III

### TEMPORARY AND PRELIMINARY NOTICES

**\*142 (T) (16/15) INDIA – WEST COAST – Arabian Sea – Data Buoys. Tsunami Buoy.**

Source: NIOT - Chennai.

1. Following yellow coloured data buoys characteristics FL(4)15s4M, 3m diameter and 3.5m height mast with radar reflector & mast carrying sensor laid in following positions:

Buoy No.	Position	Charts affected
AD02/ MB	15° 00'·00N., 69° 00'·00E.	7705 (INT 705)
AD04/ MB	08° 00'·00N., 73° 00'·00E.	22 (INT 752), 23, 273
AD06/ OB	19° 00'·00N., 67° 00'·00E.	21, 292 (INT 7021)
AD08/ OB	12° 00'·00N., 69° 00'·00E.	7705 (INT 705)
*AD10/ OB	10° 29'·00N., 72° 16'·00E.	22 (INT 752), 268 (INT 7353), 273
CB02/ CB	10° 52'·00N., 72° 12'·00E.	22 (INT 752), 268 (INT 7353), 273, 2047
CB04/ CB	15° 23'·00N., 73° 45'·00E.	22 (INT 752), 293 (INT 7022), 257 (INT 7343), 214, 2022 (INT 7345), 2020
*CALVAL/ MB	10° 36'·00N., 72° 17'·00E.	22 (INT 752), 268 (INT 7353), 273
TB12/ TB	20° 38'·00N., 67° 05'·00E	21, 292 (INT 7021)
*STB02/ TB	20° 48'·00N., 65° 25'·00E	21

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.

3. All positions are in WGS 84 datum.

4. \* Indicates new entry.

***Former INM 111(T)/13 is cancelled.***

**\*143 (T)/(16/15) INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys. Tsunami Buoys.**

Source: NIOT - Chennai.

1. Following yellow coloured data buoys characteristics FL(4)15s4M, 3m diameter and 3.5m height mast with radar reflector & mast carrying sensor laid in following positions:

Buoy No.	Position	Chart Affected
BD08/ OB	18° 10'·00N., 89° 40'·00E	31
BD09/ OB	17° 58'·00N., 89° 44'·00E	31
BD10/ OB	16° 30'·00N., 88° 00'·00E	31
BD11/ OB	13° 30'·00N., 84° 00'·00E	32 (INT 754), 33, 391
BD12/ OB	10° 30'·00N., 94° 00'·00E	33, 41 (INT 757), 472 (INT 7032)
*BD13/ OB	14° 00'·00N., 87° 00'·00E	31, 33
*BD14/ OB	07° 00'·00N., 88° 00'·00E	33
CB 01/ CB	11° 35'·00N., 92° 36'·00E	33, 41 (INT 757), 404 (INT 7031), 405
*CB 06/ CB	13° 06'·24N., 80° 18'·98E	32 (INT 754), 33, 356 (INT 7400), 357 (INT 7397)
*TB03/ TB	06° 18'·00N., 88° 35'·00E	33
TB05/ TB	11° 00'·00N., 89° 30'·00E	33
TB06/ TB	15° 00'·00N., 90° 00'·00E	31
TB09/ TB	17° 42'·00N., 89° 36'·00E	31
*STB01/ TB	06° 15'·00N., 88° 48'·00E	33

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.

3. All positions are in WGS 84 datum.

4. \* Indicates new/ revised entry.

***Former INM 181(T)/13 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](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 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><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>            Paleiskade100            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: 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: <a href="http://www.globalcharts.com.sg">www.globalcharts.com.sg</a>	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 <sup>st</sup> 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: <a href="http://www.jeppesen.com">www.jeppesen.com</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 : 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: <a href="http://www.gmiindia.in">www.gmiindia.in</a>
Lift O Marine Allen's Mansion, C6 Nungi Station Road, Kolkata – 700140 Mob: +91 9836972027 / 8902228463 Email: <a href="mailto:sankar@liftomarine.org">sankar@liftomarine.org</a> / <a href="mailto:liftomarine77@gmail.com">liftomarine77@gmail.com</a> Web: <a href="http://www.liftomarine.org">www.liftomarine.org</a>	M/s L. R. Marine Services 301, 3rd Floor, Biryra 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: <a href="http://www.elemscharts.in">www.elemscharts.in</a>	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: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a>
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, <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. 12 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings in force as on 15 Aug 15:

**2014 SERIES** – 676

**2015 SERIES** – 124 287 288 298 334 386 406 408 438 439 445 470 478 484 486 498 507 514 522  
532 533 543 545 546 547 551 555 556 557 560 561 562 563 564 565

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

**542. India West Coast – Goa.** Charts 22 214 215 216 257 293 2020 INT 71. Firing by Naval Coast Battery scheduled from 0330-0800 UTC on 07 Aug 15.

2. Danger area bounded by bearing 200 to 260 from MPT building at Mormugao head up to 10 NM seaward.
3. Safe flying Ht 6500 m.
4. No vessel permitted in danger area.
5. Cancel this MSG 070900 UTC Aug 15.

**543. India West Coast – off Mumbai.** Charts 21 293 211 2026 INT 71. Twelve floating drums of 200 ltrs capacity reported adrift in position 18-29N 072-53E on 01 Aug 15.

2. Sixteen drums containing hydrocarbon product recovered from Revadanda port. Six drums being recovered from Srivardhan beach (18-05N 073-00E).
3. Vessels transiting to exercise caution and report sighting of drums to MRCC Mumbai.

**544. Cancel NAVAREA VIII**

- (a) 614/14, 527/15. INTM 135(T) 130 of 15/15 refers.
- (b) 519, 538/15 and this MSG.

**545. Cancel NAVAREA VIII 407. India West Coast.** Charts 21 22 293 INT 71. Rig list correct at 041002 UTC Aug 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
DISCOVERY-1	19-12.50N	072-02.24E
DYNAMIC VISION	18-39.23N	070-58.86E
DEEP SEA FORTUNE	19-40.14N	072-00.34E
DEEP SEA FOSSIL	18-41.47N	072-20.88E
GREAT DRILLER CHAAYA	18-32.68N	072-13.98E
GREATDRILL CHETNA	21-37.38N	068-26.55E
GREATDRILL CHITRA	19-21.10N	071-47.20E
GREATDRILL CHAARU	18-40.04N	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	19-17.55N	071-16.91E
RON TAPMEYAR	19-16.42N	071-26.87E
SAGAR GAURAV	19-07.88N	070-58.50E
SAGAR SHAKTI	19-39.70N	071-04.71E
SAGAR JYOTI	19-25.14N	071-15.83E
SAGAR KIRAN	18-44.50N	072-19.63E
SAGAR LAXMI	20-58.00N	071-33.00E
SAGAR PRAGATI	20-58.00N	071-33.00E
SAGAR UDAY	18-36.16N	071-01.64E
SUNDOWNER VII	18-30.06N	072-15.95E
TRIDENT XII	18-45.23N	072-18.00E
VICTORY DRILLER	19-19.76N	071-15.43E
VIRTUE-I	18-58.44N	071-37.44E
VALIANT DRILLER	19-19.46N	071-14.10E

2. Wide berth requested.

<b>546. Andaman Sea – South Andaman.</b> Chart 4043. Rutland Lt 11-21N 92-37E unlit.
<b>547. India East Coast – off Machilipatnam.</b> Charts 32 355. GTV Samudra Sarvekshak progressing soil investigation till 31 oct 15 in site 16-12.28N 081-37.45E, 16-13.51N 081-38.53E, 16-14.87N 081-40.14E, 16-12.02N 081-44.79E, 16-13.30N 081-43.22E, 16-17.26N 081-42.65E, 16-17.13N 081-42.47E, 16-32.20N 082-22.22E, 15-21.91N 080-31.92E 2. Wide berth requested. 3. Cancel this MSG 311830 UTC Oct 15.
<b>548. Cancel NAVAREA VIII 540. India East Coast – Bay of Bengal.</b> Charts 31 355 391. Rig list correct at 061000 UTC Aug 15 ABAN II 16-39.14N 082-22.72E DDKG-2 16-27.70N 082-48.10E GSF-140 16-20.01N 082-19.01E NOBLE DUCHESS 16-17.39N 082-10.29E PLATINUM EXPLORER 16-27.70N 082-27.00E SAGAR RATNA 16-22.73N 082-01.39E SAGAR BHUSAN 16-04.63N 081-38.16E (NEW) 2. Wide berth requested.
<b>549. India East Coast – Bay of Bengal.</b> Charts 31 32 INT 71 INT 706. Naval ships will carry out firing from 0830 to 1230 UTC on 12 Aug and 0130 to 1230 UTC on 13 Aug 15 in area bounded by 15-30N 083-24E, 16-14N 084-00E, 15-34N 084-46E, 15-08N 084-24E. Safe flying Ht 8000 m. 2. No vessel permitted in danger area. 3. Cancel this MSG 131330 UTC Aug 15.
<b>550. NAVAREA VIII Warnings in force as on 07 Aug 15</b> <b>2014 series</b> – 398 676 <b>2015 series</b> – 124 287 288 298 334 386 395 406 408 438 439 445 470 478 484 486 498 507 514 522 532 533 539 540 543 545 546 547 548 549 (a) NAVAREA VIII warnings less than 42 days old (470/15 onward) promulgated via SafetyNet. (b) Text of NAVAREA VIII warnings in force including those which no longer broadcast available on <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> . (c) Cancel this MSG 141000 UTC Aug 15.
<b>551. India West Coast – off Mumbai.</b> Charts 21 255 INT 71. Ile de Batz progressing S/M cable installation using plough and ROV till 20 Aug 15 along route 19-01.9N 072-34.2E, 19-01.4N 072-31.1E, 19-00.7N 072-27.4E, 19-01.1N 072-18.8E, 19-01.2N 072-15.1E, 18-59.8N 072-14.2E, 18-58.0N 072-13.3E, 18-57.1N 072-12.9E, 18-54.6N 072-11.6E. 2. Wide berth of 01 NM around vessel requested. 3. Cancel this MSG 201830 UTC Aug 15.
<b>552. Indian Ocean – off Reunion Island.</b> Charts INT 70 71. Semi submerged craft reported adrift 21-26.04S 055-56.72E on 071115 UTC Aug. 2. Cancel this MSG 131000 UTC Aug 15.
<b>553. India East Coast – Bay of Bengal.</b> Charts 31 INT 71. SLFV Ayesha reported adrift since 07 Aug with crew in vicinity 16-14 N 086-25E. 2. Cancel this MSG 131000 UTC Aug 15.
<b>554. India East Coast – Nagappattinam.</b> Charts 357 INT 71. DGPS station (10-46N 079-51E) off from 110030-121230 UTC Aug. 2. Cancel this MSG 121330 UTC Aug 15.
<b>555. Indian Ocean – Mauritius.</b> Charts INT 70 71. NAVTEX service of Mauritius operational and broadcasting as per schedule.
<b>556. India East Coast – Narasapur.</b> Charts 32 355 INT 71. Antervadi Racon (16-19 N 081-44 E) off air.
<b>557. Cancel NAVAREA VIII 548. India East Coast – Bay of Bengal.</b> Charts 31 355 391. Rig list correct at 111000 UTC Aug 15 ABAN II 16-39.14N 082-22.72E DDKG-2 16-27.70N 082-48.10E GSF-140 16-20.01N 082-19.01E NOBLE DUCHESS 16-17.39N 082-10.29E PLATINUM EXPLORER 16-08.30N 082-05.50E (NEW) SAGAR RATNA 16-22.73N 082-01.39E SAGAR BHUSAN 16-04.63N 081-38.16E 2. Wide berth requested.
<b>558. Cancel NAVAREA VIII 398/14 and 395/15 and this MSG.</b>

<p><b>559. Sri Lanka East Coast.</b> Charts 23 INT 71. SLFV Sudeepa adrift 110230 UTC Aug 15 with crew in vicinity 06-23 N 082-22E.</p> <p>2. Cancel this MSG 141000 UTC Aug 15.</p>
<p><b>560. India West Coast – off Trivandrum.</b> Charts 22 32 222 260 INT 71. Rocket launch from Thumba (08-31.98N 076-52.03E) scheduled on 19 Aug 15 from 0530-0730 UTC.</p> <p>2. Danger zones  (a) Sector of radius 05 NM from Thumba between azimuth 190 and 300.  (b) Sector of radii 45 and 75 NM from Thumba between azimuth 220 and 260.</p> <p>3. No over flight and shipping permitted in danger zone.</p> <p>4. Cancel this MSG 190830 UTC Aug 15.</p>
<p><b>561. Cancel NAVAREA VIII 553. India East Coast – Bay of Bengal.</b> Charts 31 INT 71. SLFV Ayesha abandoned and found semi submerged in position 16-23.37N 087-07.47E.</p> <p>2. Cancel this MSG 151000 UTC Aug 15.</p>
<p><b>562. India West Coast – off Kochi.</b> Charts 22 259 INT 71. SRGM firing practice by CG ship between 180900-181330 UTC Aug 15 and 190330-190700 UTC Aug 15 in area bounded by (a) 10-40N 075-20E (b) 10-40N 075-50E (c) 10-20N 075-20E (d) 10-20N 075-50E.</p> <p>2. Cancel this MSG 190800 UTC Aug 15.</p>
<p><b>563. India east coast – Gopalpur.</b> Charts 31 353 INT 706 71.</p> <p>2. Army air defence firing scheduled from 202330-211730, 212330-221730 UTC Aug 15.</p> <p>3. Firing 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>4. BPTA flight 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. Safe flying height 1550 m.</p> <p>5. No over flight and vessels permitted in area.</p> <p>6. Cancel this MSG 221830 UTC Aug 15.</p>
<p><b>564. NAVAREA VIII Warnings in Force as on 14 Aug 15</b>  <u>2014 series</u> – 676  <u>2015 series</u> – 124 287 288 298 334 386 406 408 438 439 445 470 478 484 486 498 507 514 522 532 533 543 545 546 547 551 555 556 557 560 561 562 563  (a) NAVAREA VIII warnings less than 42 days old (484/15 onward) promulgated via SafetyNet.  (b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>.  (c) Cancel this MSG 211000 UTC Aug 15.</p>
<p><b>565. Indian Ocean.</b> Charts INT 71 72. Operations for missing Malaysian flight MH370 in progress in area bounded by 06-00S 060-00E, 10-00S 060-00E, 10-00S 055-00E, 18-00S 055-00E, 18-00S 045-00E, 30-00S 045-00E, 30-00S 060-00E, 35-00S 060-00E, 35-00S 075-00E, 06-00S 075-00E.</p> <p>2. Vessels transiting to keep sharp lookout for wreckage/debris/unusual items.</p> <p>3. On sighting any objects, report and send images to MRCC Mauritius on Tel: +230-2088317, Fax: +230-2122757, INMARSAT: 460500096/97, Email: <a href="mailto:opsncghq@orange.mu">opsncghq@orange.mu</a> or MRCC La Reunion on Tel: +262262434343, Fax: +262262711595, INMARSAT: 422799193, Email: <a href="mailto:reunion@mrcfr.fu">reunion@mrcfr.fu</a>.</p>

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

**Bay of Bengal pilot (INP-2)**  
**Chapter-8 (Page-298).**  
**(Source: IH.102, INS INVESTIGATOR)**

**Article 8.78**  
*Insert new para below para 14*

**Shore Point Fwd Transit** in position  
11°41'.749 N, 092°43'.109E

**Shore Point Aft Transit** in position  
11°41'.895 N, 092°42'.834 E



**Shore Point Fwd & Aft Transit**

*Insert para below para 15*

**Phoenix Bay Fwd Transit** in position  
11°40'.82 N, 092°44'.045 E

**Phoenix Bay Aft Transit** in position  
11°40'.754 N, 92°43'.84 E



**Phoenix Bay Fwd & Aft Transit**



## SECTION – VIII

### CORRECTION TO LIST OF RADIO SIGNALS



**INP 31(1), 2014**

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

#### **COAST RADIO STATIONS**

**PAGE 35, PAKISTAN, PAKISTAN ( MARITIME SECURITY AGENCY) MRCC, Contacts table, rows 2& 3**

*Delete entry and replace by;*





 +92 21 99214624, 48508551, 48508912 Inmarsat C: (IOR) +583 446300048	 +92 21 92214625 e-mail: mrcpmsa@cyber.net.pk
---	---

**( Source: BA 31/15)**

**(16/15)**

**PAGE 35, PAKISTAN, POLLUTION REPORTING, MARITIME SECURITY AGENCY (MSA), KARACHI**

*Delete entry and replace by;*

<b>PAKISTAN MARITIME SECURITY AGENCY (PMSA), KARACHI</b>	
 PMSA: +92 21 99214624, 48508551 & 48508912 Ports and Shipping: +92 21 99206405, 99206406 & 99206407 Hydrographer: +92 21 48506151 & 48506152	 PMSA: +92 21 99214625 Ports and Shipping: +92 21 99206407 Hydrographer: +92 21 99201623
e-mail: PMSA: mrcpmsa@cyber.net.pk Hydrographer : hydropk@bol.edu.pk	
<b>PROCEDURE:</b> In general, Pakistani coastal waters and Exclusive Economic Zone (EEZ) are relatively free from marine pollution. To keep Pakistani waters free from marine pollution, mariners transiting Maritime Zones of Pakistan are warned to strictly adhere to the MARPOL Regulations on Marine Pollution. Pakistan's EEZ is under constant surveillance to monitor pollutants. Vessels found polluting the marine environment will be prosecuted in accordance with the law and held responsible or all consequences. The Pakistan Maritime Security Agency is responsible for preventing and controlling marine pollution.	
<b>CONTENT OF REPORT</b> Mariners are particularly advised to inform the following immediately on sighting or detecting marine pollution while passing through Pakistani waters: <ol style="list-style-type: none"> <li>1. HQ Maritime Security Agency, Plot No. 34-A, West Wharf Road, Karachi 74200.</li> <li>2. Director General, Ports and Shipping Wing, Plot No. 12, KPT Hydraulic Model Centre, Mai Kolachi By Pass, Near KESC Grid, Karachi.</li> <li>3. Hydrographer of the Pakistan Navy, Hydrographic Department, 11 Liaquat Barracks, Karachi.</li> </ol>	
<b>PORT LIMITS – OIL SPILLS:</b>	
 Karachi: +92 21 99214530-41 & 99214321 Port Qasim: +92 21 99272111 & 99272174-30 ext 4421 GPA: +92 86 4210073 & 4210791	 Karachi: +92 21 99214329 & 99214330 Port Qasim: +92 21 34730108 GPA: +92 86 4210075
The Authorities or Organisations responsible for emergencies relating to oil spills within Port limits are: <ol style="list-style-type: none"> <li>1. Karachi Port Trust Deputy Conservator.</li> <li>2. Port Qasim Authority Deputy Conservator.</li> <li>3. Gawadar Port Authority Deputy Conservator.</li> </ol>	

**( Source: BA 31/15)**

**(16/15)**



**INP 31(2), 2014***(Last correction: Edition No. 14 dated 01 Jun 2015)***RADAR BEACONS****PAGE 6, EGYPT (Red Sea Coast)***Delete entry 74530 Ra's Shuqayr Lt Float**( Source: BA 29/15)**(16/15)***INP 31(5), 2011***(Last correction: Edition No. 11 dated 01 Jun 2015)***PAGE 175, CHAPTER 10, DISTRESS, SEARCH AND RESCUE, PAKISTAN***Delete entry and replace by:*

<b>PAKISTAN</b>			
National SAR Agency: Pakistan Maritime Security Agency Address: Headquarters, Pakistan Maritime Security Agency, Plot No. 34-A, West Wharf Road, Karachi - 74200, Pakistan Tel: +92 21 99214624, +92 21 48508551 & +92 21 48508912 Fax: +92 21 99214625			
Pakistan Maritime Security Agency under the Ministry of Defence is responsible for manning the Maritime Rescue Coordination Centre of Pakistan for the coordination of search and rescue operations within the Pakistan SAR region. Karachi radio (ASK) is responsible for maintaining a continuous listening watch on all international distress frequencies.			
	Telephone +92	Fax +92	Others/ Ship Earth Stations (SES)
MRCC PAKISTAN ( Manned by Pakistan Maritime Security Agency)	21 99214624 21 48508851 21 99214964 21 99214965 21 99214966 21 99214967	21 99214625	Inmarsat C: 446300048 Inmarsat mini-C: 446300033 email: mrccpmsa@cyber.net.pk
Karachi (ASK)	21 99231950 21 99230467	21 99230466	

*( Source: BA 31/15)**(16/15)***INP 31(6), 2012***(Last correction: Edition No. 11 dated 01 Jun 2015)***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.

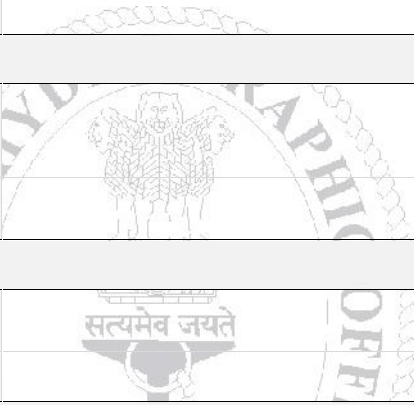
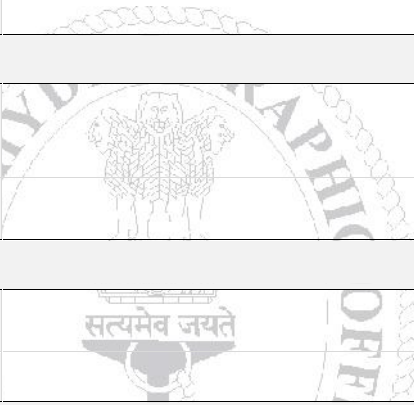


<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object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