

# INDIAN NOTICES TO MARINERS



EDITION NO. 19 DATED 01 OCT 2015

(CONTAINS NOTICES 160 TO 163)

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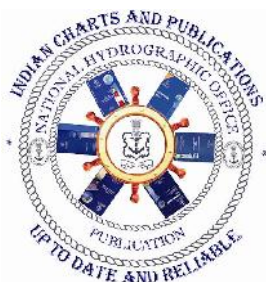
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(PUBLISHED ON NHO WEBSITE ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

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INSIST ON INDIAN CHARTS AND  
PUBLICATIONS  
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## II

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

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

**Chief Hydrographer  
to the Government of India**

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

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

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

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

### III

## **EXPLANATORY NOTES**

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

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

## IV

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

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

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

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

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

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

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

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

## NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

1. The forthcoming Indian Chart is as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>3012 (INT 7411)</b>	<b>VISAKHAPATNAM HARBOUR</b>	<b>12,500</b>	<b>New Chart</b>

### Availability of ENC's.

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

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 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:- <a href="mailto:data@ecc.no">data@ecc.no</a> 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>

## VI

### TEMPORARY AND PRELIMINARY NOTICES

*In Force 01 Oct 2015*

*(Former In Force List dated 01 Jul 2015 is cancelled)*

<b>Cancelled Notices</b>	
<b>Area</b>	<b>Notice No.</b>
1	<i>Nil</i>
2	<i>111/13, 200/14, 053/15</i>
3	<i>181/13, 043/15, 067/15, 100/15, 129/15</i>
4	<i>Nil</i>

#### 1. AFRICA EAST COAST, MADAGASCAR, RED SEA, ARABIA, PERSIAN GULF, PAKISTAN.

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
445/06	20 – 21 – 286 – 291 – 2088 – 2094 – 2095 – 2096 – 7703 (INT 703) – 7705 (INT 705) – 8009 – 8010	ARABIAN SEA – RED SEA – Submarine cables.
216/13	2086	INDIAN OCEAN – MAURITIUS – Approaches to Port Louis – Works. Buoys.
152/15	2514	INDIAN OCEAN – MAURITIUS – Port Louis – Buoy.

#### 2. INDIA WEST COAST – INDIAN OCEAN.

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
085/09	2047	INDIA – LAKSHADWEEP – Plans in Lakshadweep – Kalpitti to Parali Island – Agatti – Jetty.
152/11	2081 – 2100	INDIA – WEST COAST – Pipavav Port – Dredging.
182/12	21 – 22 (INT 752) – 292 (INT 7021) – 2093	INDIA – ARABIAN SEA – Argo Floats.
269/12	2022 (INT 7345) – 2020 – 2078 (INT 7346)	INDIA – WEST COAST – Port of Mormugao – Dredging.
038/13	2065	INDIA – WEST COAST – Port Dabhol – Buoy.
129/13	211 – 2016 (INT 7336) – 2015 (INT 7337) – 2001 – 2076 (INT 7338)	INDIA – WEST COAST – Mumbai Harbour – Dredging Operation.
055/14	2004 (INT 7359) – 2029 (INT 7358)	INDIA – WEST COAST – Port of Kochi – Kochi Harbour – Dredging Channel limit.
065/14	23– 31– 33 – 7070 (INT 70) – 7071 (INT 71) – 7072 (INT 72) – 7073 (INT 73) – 7702 (INT 702) – 7703 (INT 703) – 7706 (INT 706) – 7707 (INT 707) – 7708 (INT 708)	INDIA OCEAN – Data Buoys.
098/14	2102– 2039	INDIA – WEST COAST– Bhavnagar Port – Jetty.
099/14	21– 203 (INT 7319) – 2017	INDIA – WEST COAST – Gulf of Kachchh – Eastern Portion – Buoys.

## VII

### 2. INDIA WEST COAST – INDIAN OCEAN. (Continued).

116/14	2016 (INT 7336) – 2076 (INT 7338)	INDIA – WEST COAST – Inner Approaches to Mumbai – Construction Work.
135/14	211 – 2016 (INT 7336) – 2015 (INT 7337) – 2001	INDIA – WEST COAST – Inner Approaches to Mumbai – Buoys.
145/14	211 – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022) – 2016 (INT 7336)	INDIA – WEST COAST – Jawahar Lal Nehru Port and Trombay – Jetty.
042/15	22 (INT 752) – 214– 293 (INT 7022) – 2022 (INT 7345)	INDIA – WEST COAST – Approaches to Mormugao – Unlit Vessel.
052/15	217 –258 (INT 7348)–272–293 (INT 7022) – 2002 (INT 7351) – 2052 (INT 7350)	INDIA – WEST COAST – Ports of New Mangalore and Mangalore – Buoys. Dredging.
066/15	271 – 251 (INT 7318) – 203 (INT 7319) – 2031 (INT 7326) – 2068 – 2013 (INT 7324)	INDIA – WEST COAST – Gulf of Kachchh – Port of Okha – Buoys.
078/15	21 – 211 – 255 (INT 7334) – 293 (INT 7022) – 2016 (INT 7336) – 7071 (INT 71)	INDIA – WEST COAST – Inner Approaches to Mumbai – Buoys.
085/15	21 – 22(INT752) – 292(INT7021) – 293(INT7022) – 272 – 257(INT7343) – 259(INT7356) – 214 – 221	INDIA – WEST COAST – Arabian Sea – ADCP Moorings
087/15	273	INDIAN OCEAN – Kadmat Island to Ihavandiffulu Atoll –Buoy.
097/15	21 – 22 (INT 752) – 292 (INT 7021) – 293 (INT 7022) – 272 – 258 (INT 7348) – 254 (INT 7331) – 207 –217 – 2052 (INT 7350)	INDIA – WEST COAST – Diu Head to Mangalore – Buoy.
098/15	21– 208 – 209 – 254 (INT 7331) – 292 (INT 7021) – 2039– 2102	INDIA – WEST COAST– Bhavnagar Port – Anchorage.
099/15	215 – 216 – 2008 – 2010	INDIA – WEST COAST – Karwar Naval Harbour – Buoy.
109/15	2043 – 2042 – 2046	INDIA – WEST COAST – Vengurla Anchorage – Buoy.
120/15	21 – 291 – 292 – 253 – 254 – 203 – 207 – 2081 – 2068 – 2079 – 2100 – 2106	INDIA – WEST COAST – Gulf of Kachchh – Racon.
121/15	21 – 22 – 292 – 293 – 255 – 211 – 2016	INDIA – WEST COAST – Inner Approaches to Mumbai – Foul.
127/15	2040	INDIA – WEST COAST – Porbandar Port – Jetty.
128/15	21 – 22 – 292 (INT 7021) – 293 (INT 7022) – 255 (INT 7334) – 211 – 2016 (INT 7336) – 2015 (INT 7337)	INDIA – WEST COAST – Port of Mumbai – Racon.
135/15	2008 – 2010	INDIA – WEST COAST – Karwar – Buoy.
142/15	21 – 22 (INT 752) – 23 – 268 (INT 7353) – 273 – 292 (INT 7021) – 293 (INT 7022) – 7703 (INT 703) – 7705 (INT 705) – 7706 (INT 706)	INDIA – WEST COAST – Arabian Sea – Data Buoys. Tsunami Buoy.
157/15	259 (INT 7356) – 260 (INT 7362) – 220 – 2029 (INT 7358) – 2004 (INT 7359).	INDIA – WEST COAST – Kochi Harbour – Buoy.
158/15	260 (INT 7362) – 261 – 222 – 223 – 2012	INDIA – WEST COAST – Vizhinjam Anchorage – Sea Cage Farm.
163/15	21 – 22 (INT 752) – 211 – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022) – 2015 (INT 7337) – 2016 (INT 7336) – 2076 (INT 7338)	INDIA – WEST COAST – Mumbai Port – Buoys. Wreck.



## VIII

### 3. INDIA EAST COAST – ANDAMAN NICOBAR, SRI LANKA, MYANMAR.

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
237/10	406 – 4010	ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay – Light.
145/11	351 – 301 – 3011 (INT 7421)	INDIA – EAST COAST – Approaches to Hugli River. Works.
094/12	33 – 41 (INT 757) – 402 – 403 – 404 – 405 – 406 – 407 – 408 – 409 – 471 – 472 (INT 7032) – 473 (INT 7031) – 4016 – 4035	INDIA – ANDAMAN SEA – Fish Aggregating Devices.
183/12 212/12	31 – 32 (INT 754) – 33 – 354 (INT 7408) 3034	INDIA – BAY OF BENGAL – Argo Floats. INDIA – EAST COAST – Krishnapatnam Port – Port Development. Dredging.
225/12	31 – 321 – 322 – 371 – 3020	BAY OF BENGAL – MYANMAR COAST – Combermere Bay to Cheduba Strait – Platform.
288/12	31 – 32 (INT 754) – 354 (INT 7408) – 355 (INT 7405) – 391 – 7071 (INT 71) – 7073 (INT 73) – 7706 (INT 706)	INDIA – EAST COAST – Bay of Bengal – Drilling Operation.
159/13	31 – 41 (INT 757) – 409 – 471 – 472 – 4035 – 4039	INDIA – ANDAMAN SEA – Nicobar Island – Campbell Bay – Jetty.
195/13	352 (INT 7416) – 3005	INDIA – EAST COAST – Gopalpur Port – Breakwater. Wrecks. Onshore Installation.
208/14	41 (INT 757) – 410 – 411 – 451 – 452 – 4019	Myanmar – Yangon River – Buoys.
054/15	41 (INT 757) – 451	INDIA – BAY OF BENGAL – Preparis North Channel to Rangoon River – Drilling Operation.
055/15	31 – 41 (INT 757) – 371 (INT 757)	INDIA – BAY OF BENGAL – Sittwe (Akyab) to Preparis Island – Survey Operation.
056/15	31 – 41 (INT 757) – 371 (INT 757)	INDIA – BAY OF BENGAL – Mayu River to Kyaukpyu – Survey Operation.
068/15	31 – 32 (INT 754) – 391 – 354 (INT 7408) – 308 – 3002 (INT 7410) – 3012 (INT 7411)	INDIA – EAST COAST – Visakhapatnam Harbour – Buoy.
143/15	31 – 32 (INT 754) – 33 – 41 (INT 757) – 292 (INT 7021) – 404 – 405 – 472 (INT 7032) – 473 (INT 7031) – 7706 (INT 706) – 7707 (INT 707)	INDIA – EAST COAST – Bay of Bengal – Data Buoy. Tsunami Buoy.
159/15	31 – 32 (INT 754) – 33 – 308 – 352 (INT 7416) – 354 (INT 7408) – 355 (INT 7405) – 357 (INT 7397) – 391	INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.

### 4. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA

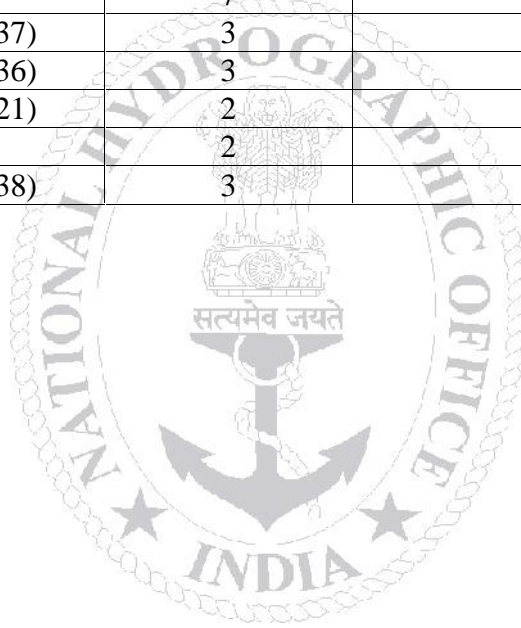
383/03	33 – 41 (INT 757)	INDONESIA – Sumatera – North and Northwest Coasts – Restricted area.
377/07	7508 (INT 508)	INDONESIA – Sumatera – Pulau Belitung West Coast – Tanjungpandan to Jawa North Coast – Pakis – Submarine cable.
238/10	41 (INT 757) – 471	INDONESIA – Sumatera – North West Coast – Pulau Bunta – Lights.



**SECTION – I**

The list of charts affected by the Notices 160 to 163 contained in this edition is as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
21	2	163(T)
22 (INT 752)	3	163(T)
31	5	162
41 (INT 757)	6	162
211	3	163(T)
255 (INT 7334)	3	163(T)
292 (INT 7021)	2	163(T)
293 (INT 7022)	3	163(T)
324	7	162
371	7	162
415	7	162
453	7	162
454	7	162
2015 (INT 7337)	3	163(T)
2016 (INT 7336)	3	163(T)
2018 (INT 7321)	2	160
2055	2	161
2076 (INT 7338)	3	163(T)







## SECTION – II

### PERMANENT NOTICES

**\*160 (19/15) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Kandla – Tuna Port Developments.**

Source: Tuna Port.





**Chart 2018 (INT 7321)** [previous update 146/14]

Insert	accompanying block showing Tuna port developments centered on:	22° 54′.00N., 70° 06′.00E.
	 No 1 Fl(2)G.8s	22° 50′.37N., 70° 04′.94E.
	 No 2 Fl(2)R.6s	22° 50′.45N., 70° 04′.71E.
	 No 3 Fl(2)G.8s	22° 51′.24N., 70° 05′.26E.
	 No 4 Fl(2)R.6s	22° 51′.30N., 70° 05′.10E.

**\*161 (19/15) INDIA – WEST COAST – Mul Dwarka Port – Anchorage Area. Pilot Boarding Place.**

Source: Mul Dwarka Port.

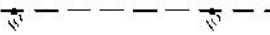
**Chart 2055** [previous update NC 31 Jan 15]

Insert	limit of anchorage area  , joining:	(a) 20° 43′.31N., 70° 39′.21E. 20° 43′.08N., 70° 39′.88E. 20° 43′.78N., 70° 40′.00E. 20° 43′.82N., 70° 39′.71E. (a) above
	(b) 20° 43′.65N., 70° 38′.60E. 20° 43′.31N., 70° 39′.21E. 20° 43′.82N., 70° 39′.71E. 20° 44′.18N., 70° 39′.08E. (b) above	
	legend, “Anchorage A for Vessels upto 4000 GRT, centered on:	20° 43′.50N., 70° 39′.70E.
	legend, “Anchorage B for Vessels above 4000 GRT, centered on:	20° 43′.86N., 70° 39′.20E.
		20° 43′.91N., 70° 39′.50E.
Delete	limit of anchorage area  , joining:	20° 43′.20N., 70° 38′.02E. 20° 43′.20N., 70° 38′.98E. 20° 44′.50N., 70° 38′.98E. 20° 44′.50N., 70° 38′.02E.
	legend, “ANCHORAGE FOR COASTAL VESSELS, centered on:	20° 43′.85N., 70° 38′.51E.
		20° 43′.35N., 70° 39′.14E.


**\*162 (19/15) BAY OF BENGAL & ANDAMAN SEA – Coast of Burma – Firing Exercise Area.**

Source: Myanmar Hydrographic Office.


**Chart 31** [previous update 065/15]

Insert	limit of Firing Exercise Area,  , joining:	(a) 17° 15′.50N., 94° 07′.30E. 17° 39′.50N., 94° 07′.30E. 17° 39′.50N., 94° 25′.00E. 17° 15′.50N., 94° 25′.00E. (a) above
	legend, “Firing Exercise Area (see Note), centered on:	17° 22′.00N., 94° 16′.00E.


**\*162 (19/15) BAY OF BENGAL & ANDAMAN SEA – Coast of Burma – Firing Exercise Area. Continued.****Chart 41 (INT 757) [previous update 147/15]**

Insert limit of Firing Exercise Area, , joining: (a) 17° 15′.50N., 94° 07′.30E.  
 17° 39′.50N., 94° 07′.30E.  
 17° 39′.50N., 94° 25′.00E.  
 17° 15′.50N., 94° 25′.00E.  
 (a) above  
 (b) 12° 36′.00N., 97° 41′.00E.  
 12° 46′.00N., 97° 41′.00E.  
 12° 46′.00N., 98° 05′.50E.  
 12° 36′.00N., 98° 05′.50E.  
 (b) above  
 legend, “Firing Exercise Area (see Note), centered on: 17° 30′.00N., 94° 16′.00E.  
 12° 38′.00N., 97° 54′.00E.  
 accompanying note, “Firing Exercise Area”, centered on: 15° 10′.00N., 99° 42′.00E.


**Chart 371 [previous update 103/15]**

Insert limit of Firing Exercise Area, , joining: (a) 17° 15′.50N., 94° 07′.30E.  
 17° 39′.50N., 94° 07′.30E.  
 17° 39′.50N., 94° 25′.00E.  
 17° 15′.50N., 94° 25′.00E.  
 (a) above  
 legend, “Firing Exercise Area (see Note), centered on: 17° 30′.00N., 94° 17′.00E.  
 accompanying note, “Firing Exercise Area”, centered on: 19° 26′.00N., 94° 19′.00E.


**Chart 453 [previous update 186/14]**

Insert limit of Firing Exercise Area, , joining: (a) 12° 36′.00N., 97° 41′.00E.  
 12° 46′.00N., 97° 41′.00E.  
 12° 46′.00N., 98° 05′.50E.  
 12° 36′.00N., 98° 05′.50E.  
 (a) above  
 legend, “Firing Exercise Area (see Note), centered on: 12° 40′.00N., 97° 51′.00E.  
 accompanying note, “Firing Exercise Area”, centered on: 14° 43′.00N., 98° 20′.00E.


**Chart 454 [previous update 089/12]**

Insert limit of Firing Exercise Area, , joining: (a) 12° 36′.00N., 97° 41′.00E.  
 12° 46′.00N., 97° 41′.00E.  
 12° 46′.00N., 98° 05′.50E.  
 12° 36′.00N., 98° 05′.50E.  
 (a) above  
 legend, “Firing Exercise Area (see Note), centered on: 12° 40′.00N., 97° 50′.00E.  
 accompanying note, “Firing Exercise Area”, centered on: 11° 11′.00N., 97° 16′.00E.

**Chart 324 [previous update 268/08]**

Insert limit of Firing Exercise Area, , joining: (a) 17° 15′.50N., 94° 07′.30E.  
 17° 39′.50N., 94° 07′.30E.  
 17° 39′.50N., 94° 25′.00E.  
 17° 15′.50N., 94° 25′.00E.  
 (a) above  
 legend, “Firing Exercise Area (see Note), centered on: 17° 27′.40N., 94° 15′.00E.  
 accompanying note, “Firing Exercise Area”, centered on: 17° 21′.00N., 93° 53′.00E.

**\*162 (19/15) BAY OF BENGAL & ANDAMAN SEA – Coast of Burma – Firing Exercise Area. Continued.****Chart 415** [previous update 452/08]

Insert limit of Firing Exercise Area, , joining: (a) 12° 36′.00N., 97° 41′.00E.  
 12° 46′.00N., 97° 41′.00E.  
 12° 46′.00N., 98° 05′.50E.  
 12° 36′.00N., 98° 05′.50E.  
 (a) above

legend, “Firing Exercise Area (see Note), centered on: 12° 42′.00N., 97° 52′.00E.  
 accompanying note, “Firing Exercise Area”, centered on: 12° 53′.00N., 98° 46′.00E.



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

**\*163(T) (19/15) INDIA – WEST COAST – MUMBAI PORT – Buoys. Wreck.**

Source: Mumbai Port Trust.

1. Following Buoys Laid By MbPT:-

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

2. Following Buoys Laid By JNPT:-

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

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

4. All positions referred to WGS 84 datum.

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

6. **Former INM 200(T)//14 is cancelled.**

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

## **SECTION – IV** **MARINE INFORMATION**

### 1. **NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

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

All merchant vessels entering Indian EEZ are advised that dense fishing activity may be encountered off West Coast of India. Fishing is generally carried out by mechanized boats and single hull boats with outboard motors carrying 4-5 crew using long lines upto 50 NM from coast. The vessels traversing the nets are likely to be approached by fishing boats for safeguarding nets and lines and should not be mistaken as skiffs and PAG's. Masters of vessels to report any suspicious activity of fishing vessels immediately to MRCC (Mumbai) on telephone +91-22-24388065, 24316558, Email: - indsar@vsnl.net, 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@martin.cn">charts-tj@martin.cn</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 – Ucchaya, 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, 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: <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 30 Sep 15:

<b><u>2014 SERIES</u></b> – 676
<b><u>2015 SERIES</u></b> – 124 287 288 298 334 386 408 438 439 445 470 484 486 498 507 514 522 547 556 565 567 573 582 616 628 629 630 631 632 633 634 635 637 638 639

3. NAVAREA VIII Warnings issued during the period from 16 Sep to 30 Sep 15 (both dates inclusive) are as tabulated below:–

<b>613. India West Coast – off Tapti and Mukta ODA.</b> Charts 21 INT 71. SV Fugro Mapper progressing survey till 25 Sep 15 in vicinity of 20-17.67N 071-55.90E, 20-20.44N 071-51.41E, 19-37.86N 071-23.28E.
<b>614. India East Coast – off Gopalpur.</b> Charts 31 352 353 391 INT 706. 2. Army air defence firing and BPTA flight scheduled on 202330-211730, 212330-221730, 222330-231730 UTC Sep 15 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. 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 ht 1525 m. 5. No over flight and vessels permitted in danger area. 6. Cancel this MSG 231830 UTC Sep 15.
<b>615. India West Coast – Okha.</b> Charts 21 202 203 251 271 291 2013 2068 INT 71. Firing practice by Naval Coast Battery scheduled on 21 Sep 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. Safe flying ht 13000 m. 3. Cancel this MSG 210830 UTC Sep 15.
<b>616. India West Coast – Umargam.</b> Charts 209. Umargam RACON 20-12N 072-45E not working.
<b>617. Cancel NAVAREA VIII 607/15 and this MSG.</b>
<b>618. India East Coast – off Visakhapatnam.</b> Charts 31 354 INT 71. Brown wooden capsized boat reported adrift in vicinity 17-38.5N 083-56.3E. 2. Cancel this MSG 191000 UTC Sep 15.
<b>619. India East Coast – Bay of Bengal.</b> Charts 32 33 356 391 INT 706. CG aircraft firing scheduled daily from 22-30 Sep 15 from 0130-1130 UTC in area bounded by 13-30N 082-00E, 14-30N 082-00E, 14-30N 082-40E, 13-30N 082-40E. Safe flying ht 2 KM. 2. Cancel this MSG 301230 UTC Sep 15.
<b>620. India East Coast – SE off Kakinada.</b> Charts 31 32 INT 706. Firing by Naval ships scheduled on 24 and 25 Sep 15 from 0130 – 1130 UTC in area bounded by 15-30N 083-24E, 16-14N 084-00E, 15-34N 084-46E, 15-08N 084-24E. Safe flying ht 8 KM. 2. Cancel this MSG 251230 UTC Sep 15.
<b>621. Indian Ocean – Bay of Bengal – Andaman Sea.</b> Charts 32 33 41 INT 71 INT 706. PSLV launch scheduled from 13-43.9N 080-14.2E from 0430-0730 UTC from 28 to 30 Sep 15. 2. Danger zone as follows <b><u>Zone 1</u></b> Circle of 10 nm around launcher <b><u>Zone-2</u></b> (i) 13-30n 080-35e (ii) 13-50n 080-40e (iii) 13-35n 081-35e (iv) 13-15n 081-30e <b><u>Zone-3</u></b> (i) 13-00n 082-25e (ii) 13-30n 082-30e (iii) 13-05n 084-15e (iv) 12-35n 084-10e <b><u>Zone-4</u></b> (i) 12-30n 084-25e (ii) 13-00n 084-30e (iii) 12-50n 085-15e (iv) 12-20n 085-10e <b><u>Zone-5</u></b> (i) 11-35n 087-45e (ii) 12-15n 087-55e

<b>621. Continued.</b>	(iii) 12-05n 088-30e	(iv) 11-25n 088-20e
<b><u>Zone-6</u></b>	(i) 09-45n 094-30e	(ii) 10-40n 094-45e
	(iii) 10-25n 095-35e	(iv) 09-30n 095-20e
<b><u>Zone 7</u></b>	(i) 16-00s 134-00w	(ii) 14-00s 134-00w
	(iii) 11-00s 094-00w	(iv) 13-00s 094-00w
3.	Cancel this MSG 300830 UTC Sep 15.	
<b>622. India West Coast – off Mumbai.</b>	Charts 21 INT 71L. Ile de Batz will progress S/M cable installation using ROV from 21- 23 Sep15 in areas 18-51.77N 072-10.39E, 18-52.55N 072-10.79E, 18-52.69N 072-10.37E, 18-51.95N 072-09.99E and 18-48.74N 072-05.74E, 18-48.39N 072-05.96E, 18-47.16N 072-03.07E, 18-47.51N 072-02.90E.	
2.	Wide berth of 01 NM around vessel requested.	
3.	Cancel this MSG 231830 UTC Sep 15.	
<b>623. Cancel NAVAREA VIII 612/15 and this MSG.</b>		
<b>624. <u>NAVAREA VIII warnings in force as on 18 Sep 15</u></b>		
	<b><u>2014 series – 676</u></b>	
	<b><u>2015 series</u></b> – 124 287 288 298 334 386 408 438 439 445 470 484 486 498 507 514 522 545 547 556 565 567 573 582 585 603 604 605 612 613 614 615 616 618 619 620 621 622 623	
(a)	NAVAREA VIII warnings less than 42 days old (556/15) 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 241000 UTC Sep 15.	
<b>625. Cancel NAVAREA VIII 545. India West Coast.</b>	Charts 21 22 293 INT 71. Rig list correct at 18100 UTC Sep 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	20-03.49N071-23.92E NEW
	KEDARNATH	19-34.12N 071-46.90E
	MERCURY FOCUS	21-18.12N072-31.64E
	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>626. India East Coast – Chennai.</b>	Charts 32 33 313 356 357 3001 INT 706. Firing practice by Naval Coast Battery scheduled on 25 Sep 15 between 0530 – 0730 UTC.	
2.	Danger sector extending up to 11 NM between bearing 045 and 075 FROM 13-07.02N 080-18.01E. Safe flying ht 12800 m.	
3.	Cancel this MSG 250830 UTC Sep 15.	

<b>627.</b>	<b>Cancel NAVAREA VIII 604. India East Coast – Bay of Bengal.</b> Charts 31 391. Rig list correct at 211000 UTC Sep 15.																																																														
	<table> <tbody> <tr><td>ABAN II</td><td>16-39.14N 082-22.72E</td></tr> <tr><td>DDKG-2</td><td>16-21.80N 082-42.40E</td></tr> <tr><td>GSF-140</td><td>16-20.01N 082-19.01E</td></tr> <tr><td>NOBLE DUCHESS</td><td>16-17.39N 082-10.29E</td></tr> <tr><td>PLATINUM EXPLORER</td><td>15-07.00N 082-08.60E NEW</td></tr> <tr><td>SAGAR RATNA</td><td>16-22.73N 082-01.39E</td></tr> <tr><td>SAGAR BHUSAN</td><td>16-04.63N 081-38.16E</td></tr> </tbody> </table>	ABAN II	16-39.14N 082-22.72E	DDKG-2	16-21.80N 082-42.40E	GSF-140	16-20.01N 082-19.01E	NOBLE DUCHESS	16-17.39N 082-10.29E	PLATINUM EXPLORER	15-07.00N 082-08.60E NEW	SAGAR RATNA	16-22.73N 082-01.39E	SAGAR BHUSAN	16-04.63N 081-38.16E																																																
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GSF-140	16-20.01N 082-19.01E																																																														
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SAGAR BHUSAN	16-04.63N 081-38.16E																																																														
2.	Wide berth requested.																																																														
<b>628.</b>	<b>Cancel NAVAREA VIII 627. India East Coast – Bay of Bengal.</b> Charts 31 391. Rig list correct at 231000 UTC Sep 15.																																																														
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<b>629.</b>	<b>Andaman Sea – Nancowry Island.</b> Charts 409. Cape Connaught Lt (07-56N 093-34E) unlit.																																																														
<b>630.</b>	<b>Cancel NAVAREA VIII 625. India West Coast.</b> Charts 21 22 293 INT 71. Rig list correct at 241000 UTC Sep 15.																																																														
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<b>631.</b>	<b>NAVAREA VIII warnings in force as on 24 Sep 15</b>																																																														
	<b>2014 Series</b> – 676																																																														
	<b>2015 Series</b> – 124 287 288 298 334 386 408 438 439 445 470 484 486 498 507 514 522 547 556 565 567 573 582 585 613 616 619 620 621 626 628 629 630																																																														
(a)	NAVAREA VIII warnings less than 42 days old 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 021000 UTC Oct 15.																																																														

<p><b>632. India West Coast – off Mumbai ODA.</b> Charts 21 INT 71. SV Fugro Mapper will progress survey from 26 Sep to 25 Oct 15 in vicinity of 19-25.36N 071-19.57E, 19-06.08N 070-58.43E, 18-31.95N 072-15.23E, 19-28.70N 071-46.67E, 18-58.31N 071-29.97E, 18-38.20N 071-00.93E, 19-34-03N 071-23.60E, 19-25.28N 071-18.85E, 19-29.93N 071-24.63E, 19-38.93N 071-20.91, 19-01.71N 071-32.28E, 19-33.18N 071-32.93E, 19-29.83N 071-19.48E, 18-40.01N 072-13.58E, 18-48.41N 072-20.03E, 19-01.73N 071-25.58E, 18-57.11N 072-10.81E , 19-36.68N 071-22.90E.</p> <p>2. Cancel this MSG 251830 UTC Oct 15.</p>
<p><b>633. Indian Ocean – Somali Basin.</b> Charts INT 71. MRCC Seychelles reported fire and flooding in vessel Campolibre Alai. All crew rescued. Vessel reported half submerged on 27 Sep 15 in vicinity of 00-36N 057-08E.</p> <p>2. Vessel transiting to keep sharp lookout and excise caution.</p>
<p><b>634. India East Coast – Bay of Bengal.</b> Charts 31 INT 71. Man over board reported from MV Campbell Bay 252330 UTC Sep 15 in vicinity 15-23.51N 086-35.45E.</p>
<p><b>635. India West Coast – Gulf of Khambhat.</b> Charts 21 INT 71. MV Reis-G reported loss of anchor with cable in position 21-39.9N 072 -25.3E.</p>
<p><b>636. Cancel NAVAREA VIII 621 and this MSG.</b></p>
<p><b>637. India West Coast – Gulf of Kachchh.</b> Chart 203 INT 71. Kalubhar Tapu Lt (22-26.0N 069-35.0E) unlit.</p>
<p><b>638. India West Coast – Gulf of Kachchh.</b> Chart 203 INT 71. Salaya channel buoys Narara (22-35.88N 069-36.17E) and Tilburn (22-37.21N 069-32.07E) unlit. Top Mark of Tilburn buoy missing.</p>
<p><b>639. North Indian Ocean – Charts 33 INT 71.</b> Tug Ocean Bravo reported detached barge Labroy under tow due bad weather in vicinity of 06-07.01N 084-45.43E.</p> <p>2. Cancel this MSG 031000 UTC Oct 15.</p>

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

**NIL**



**SECTION – VII**  
**CORRECTIONS TO LIST OF LIGHTS**

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7698	Ra's-e Bostaneh	26 30.59 N 54 36.56 E *	FI(3)W 10s *	25 *	12 *	White beacon, red bands	
PORT OF BANDAR ABBAS							
D7709	- E Breakwater. Head	27 07.77 N 56 12.38 E *	FI G 5s *	5 *	6 *	Green tower *	
D7709.2	- W Breakwater. Head	27 07.72 N 56 12.13 E *	FI R 5s *	5 *	6 *	Red tower *	
D7709.5	- Ldg Lts 151.57°. Front	27 09.25 N 56 12.31 E *	Iso W 4s *	15 *	10 *	Pile beacon, red and white stripes *	*
D7709.51	- Ldg Lts 151.57°. Rear	27 09.51 N 56 12.15 E *	Iso W 4s *	30 *	10 *	Pile beacon, red and white stripes *	*
D7709.6	- Entrance. W side	27 08.21 N 56 12.15 E *	FI R 5s *	3 *	3 *	Red pile beacon *	
D7709.7	- Entrance. E side	27 08.23 N 56 12.35 E *	FI G 5s *	3 *	3 *	Green pile beacon *	*
D7709.85	- - W Breakwater	27 10.28 N 56 16.91 E *	FI R 5s *	5 *	7 *	Red Pile Beacon *	
D7709.852	- - E Breakwater	27 10.20 N 56 16.96 E *	FI G 5s *	5 *	7 *	Green Pile Beacon *	
JAZIREH – YE HORMOZ							
D7709.9	- Hormoz. W breakwater	27 05.76 N 56 26.51 E *	FI G 5s *	5 *	3 *	Green Pile Beacon *	*
D7709.91	- Hormoz. E breakwater	27 05.68 N 56 26.58 E *	FI R 5s *	5 *	3 *	Red Pile Beacon *	*
F1395.5	Morong	01 55.10 N 101 46.42 E *	FI(3)W 15s *	33 *	11 *	Beacon 25	(fl 0.5, ec 1.5) x 2, fl 0.5, ec 10.5 Ra refl *
T. SINABOI							
F 1400.3105	- Sinaboi Cape No 3	02 11.93 N 101 07.40 E *	FI G 3s *	10 *	11 *	Green $\Delta$ on green beacon	fl 0.5 Ra refl *
F1620.5	- Sepang Outer	02 32.86 N 101 43.96 E *	FI G 2s *	15 *	7 *	Green $\Delta$ on white metal framework tower	TE 2015 *

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

**INP 31(1), 2014**

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

**NIL**

**INP 31(2), 2014**

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

**NIL**

**INP 31(5), 2011**

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

**NIL**

**INP 31(6), 2012**

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

**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.

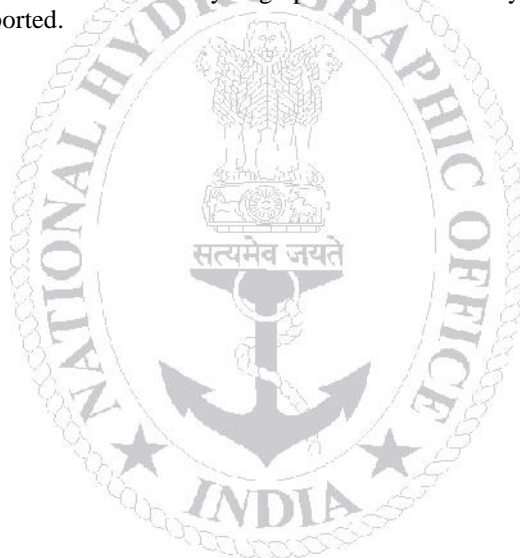
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be 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.

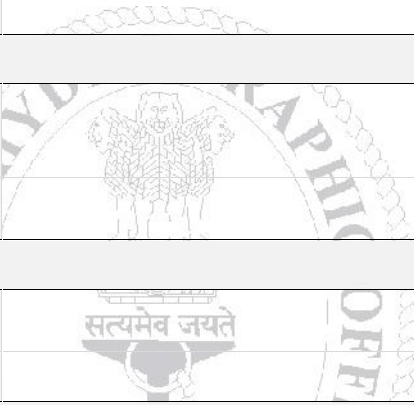
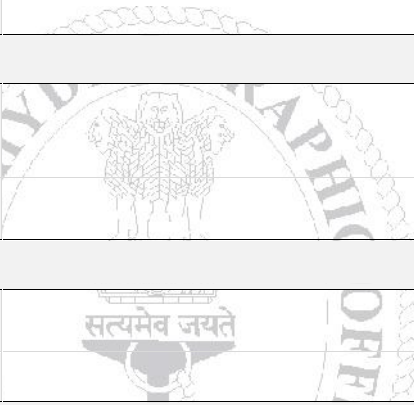


<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues					
Date		Ref. Number			
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date		Time (UTC/IST)			
Object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

*To accompany Indian Notice to Mariners 162/15*

*Chart 41 (INT 757)*

Firing Practice Area

Firing Practice take place in this area. For details see Notices to Mariners Special Edition Notice No. 9.

*To accompany Indian Notice to Mariners 162/15*

*Chart 371*

Firing Practice Area

Firing Practice take place in this area. For details see Notices to Mariners Special Edition Notice No. 9.

*To accompany Indian Notice to Mariners 162/15*

*Chart 453*

Firing Practice Area

Firing Practice take place in this area. For details see Notices to Mariners Special Edition Notice No. 9.

*To accompany Indian Notice to Mariners 162/15*

*Chart 454*

Firing Practice Area

Firing Practice take place in this area. For details see Notices to Mariners Special Edition Notice No. 9.

*To accompany Indian Notice to Mariners 162/15*

*Chart 324*

Firing Practice Area

Firing Practice take place in this area. For details see Notices to Mariners Special Edition Notice No. 9.

*To accompany Indian Notice to Mariners 162/15*

*Chart 415*

Firing Practice Area

Firing Practice take place in this area. For details see Notices to Mariners Special Edition Notice No. 9.





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

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

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