



INDIAN NOTICES TO MARINERS



EDITION NO. 14 DATED 16 JUL 2018

(CONTAINS NOTICES 128 TO 135)

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

FEEDBACK: msis-inho@navy.gov.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC_s AND PUBLICATION

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
216	15-06-2018	BELEKERI TO KUNDAPURA LIMITS 13° 29'.00N; 73° 47'.00E. 14° 50'.00N; 74° 41'.00E.	1,50,000	4	Rs. 1950.00
217	15-06-2018	KUNDAPURA TO KASARAGOD LIMIT 12° 18'.80N; 74° 10'.00E. 13° 40'.00N; 75° 03'.20E.	1,50,000	4	Rs. 1950.00
220	15-06-2018	TANUR NAGARAM TO MANAKKODAM LIMIT 09° 33'.00N; 75° 26'.00E. 10° 59'.00N; 76° 21'.00E.	1,50,000	4	Rs. 1950.00
221	15-06-2018	ALPPUZHA (ALLEPPY) TO KOLLAM (QUILON) LIMIT 08° 45'.50N; 75° 23'.00E. 09° 40'.00N; 76° 45'.80E.	1,50,000	4	Rs. 1950.00
3501	15-05-2018	KANKESANTURAI HARBOUR LIMIT 09° 47'.90N; 79° 58'.70E. 09° 52'.30N; 80° 05'.30E.	12,500	5	Rs. 1950.00

2. The Indian Charts permanently withdrawn are as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart/ Edition</i>	<i>Date of Publication</i>
216	15-03-2011	BELEKERI TO KUNDAPURA	216	15-06-2018
217	30-09-2005	KUNDAPURA (COONDAPOOR) TO KASARAGOD	217	15-06-2018
220	31-07-2002	TANUR NAGARAM TO MANAKKODAM	220	15-06-2018
221	31-05-2008	ALLEPPY TO QUILON	221	15-06-2018
3501	15-02-2011	KANKESANTURAI HARBOUR	3501	15-05-2018

3. The new Indian Electronic Navigational Charts that are available for mariners in the market are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN3216BA	216	BELEKERI TO KUNDAPURA	10-07-2018
IN3217KG	217	KUNDAPURA TO KASARAGOD	10-07-2018
IN3220TA	220	TANUR NAGARAM TO MANAKKODAM	10-07-2018
IN3221AK	221	ALPPUZHA (ALLEPPY) TO KOLLAM (QUILON)	10-07-2018
IN53006S	3006	ROYAPUR CROSSING TO KOLKATA DOCKS	10-07-2018

VI

4. The new edition Indian Electronic Navigational Chart that are 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>
IN53006U	3006	KUKRAHATI REACH TO ROYAPUR CROSSING	11-07-2018

5. 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>
IN3216BK	216	BELEKERI TO KUNDAPURA	16-09-2011
IN3217KK	217	KUNDAPURA TO KASARAGOD	04-06-2013
IN3220TM	220	TANUR NAGARAM TO MANAKKODAM	04-06-2013
IN3221AQ	221	ALLEPPY TO QUILON	13-12-2010
IN53006Y	3006	ROYAPUR CROSSING TO KOLKATA DOCKS	01-06-2018
IN53006U	3006	KUKRAHATI REACH TO ROYAPUR CROSSING	01-06-2018

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 Web site: www.hydro.gov.uk	C-MAP Norway AS Nyaskaiveien 2, 4379 Egersund, Norway Ph: +47 51 464700, +91 2262233326 Mob: +91 9820238542 Fax: +47 51 464701, +91 2267939504 Email: enc@c-map.com , info@c-map.co.no Website: www.c-map.com
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: data@ecc.no Website: - www.primar.org	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad - 500 034 Telangana Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com

SECTION – I

The list of charts affected by the Notices 128 to 135 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	129
22 (INT 752)	3	133
31 (INT 756)	5	132, 133, 135(T)
33 (INT 755)	5	133
41 (INT 757)	6	132, 135(T)
206	2	129
208	2	128
209	3	128
211	3	134(P)
225	5	133
226	5	133
253 (INT 7328)	2	129
255 (INT 7334)	3	134(P)
292 (INT 7021)	2	129, 134(P)
293 (INT 7022)	3	134(P)
315	5	133
316	5	133
351 (INT 7419)	5	133
357 (INT 7397)	5	130
409 (INT 7448)	6	131
471	6	131
472 (INT 7032)	6	131
2016 (INT 7336)	3	134(P)
2044	2	128
2076 (INT 7338)	3	134(P)
2101 (INT 7347)	3	128
3033	5	130
4036	6	131

SECTION – II**PERMANENT NOTICES*****128 (14/18) INDIA WEST COAST – Approaches to Hazira – Offshore platform.**

Source: Vedanta Limited (Cairn oil & Gas).

Chart 208 [previous update 045/18]



Amend  to  Mo(U)6s 21° 03′.91N., 072° 31′.64E.
21° 06′.18N., 072° 31′.04E.

Chart 209 [previous update 121/18]

Amend  to  Mo(U)6s 21° 01′.89N., 072° 33′.30E.
21° 03′.91N., 072° 31′.64E.
21° 06′.18N., 072° 31′.04E.

Chart 2044 [previous update 143/17]

Insert  Mo(U)6s 21° 06′.17N., 072° 31′.07E.
Characteristics “Mo(U)6s” 21° 03′.90N., 072° 31′.67E.
Delete  Well 21° 06′.08N., 072° 31′.09E.

Chart 2101(INT 7347) [previous update 110/18]

Amend  to  Mo(U)6s 21° 01′.92N., 072° 33′.29E.
21° 03′.94N., 072° 31′.63E.
21° 06′.21N., 072° 31′.03E.

***129 (14/18) INDIA – WEST COAST – Veraval to Diu Head – Wreck.**

Source: ICGS Pipavav.

Chart 21[previous update NE 15 Apr 18]

Insert  PA 20° 21′.00N., 71° 00′.00E.

Chart 292 (INT 7021) [previous update 121/18]

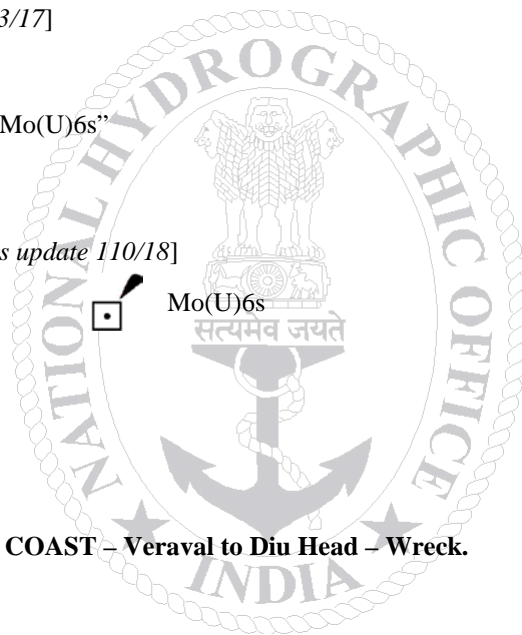
Insert  PA 20° 21′.00N., 71° 00′.00E.

Chart 253 (INT 7328) [previous update NE 15 Apr 18]

Insert  PA 20° 21′.00N., 71° 00′.00E.

Chart 206 [previous update 075/18]

Insert  PA 20° 21′.00N., 71° 00′.00E.



***130 (14/18) INDIA – EAST COAST – Karaikal Anchorage – Wreck.**

Source: Chennai Petroleum Corporation Ltd.

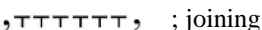
Chart 357 (INT 7397) [previous update 096/18]Insert  10° 49′.16N., 079° 53′.06E.**Chart 3033** [previous update 159/16]Insert  10° 49′.16N., 079° 53′.06E.**Chart 3033 (Plan)** [previous update 159/16]Insert  10° 49′.16N., 079° 53′.06E.***131 (14/18) ANDAMAN SEA – INDIA NICOBAR ISLANDS – Approaches to Pulo Millow – Lighthouse.**

Source: DLL, Portblair.


Chart 471[previous update 072/16]Insert  07° 28′.56N., 93° 38′.56E.**Chart 472 (INT 7032)** [previous update 072/16]Insert  07° 28′.44N., 93° 38′.76E.**Chart 409 (INT 7448)** [previous update NC 30 Sep 16]Insert  07° 28′.50N., 93° 38′.61E.**Chart 4036** [previous update 282/12]Insert  07° 28′.48N., 93° 38′.51E.**Chart 4036 (Plan)** [previous update 282/12]Insert  07° 28′.53N., 93° 38′.47E.***132 (14/18) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Gas field, pipeline, wellhead and legend.**

Source: Myanmar NTM 43/2017.

Chart 41 (INT 757) [previous update 042/18]

Insert limit of Gas Field  (a) 15° 16′.00N., 094° 39′.00E.
 15° 16′.00N., 094° 54′.00E.
 14° 57′.62N., 094° 54′.00E.
 14° 57′.47N., 094° 39′.00E.
 (a) above

***132 (14/18) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Gas field, pipeline, wellhead and legend. Continued.**

Insert Submarine pipe line,  ; joining

14° 30′.64N., 097° 47′.25E. (Shore)
 14° 33′.97N., 097° 28′.50E.
 14° 37′.43N., 097° 05′.10E.
 14° 41′.63N., 096° 41′.25E.
 14° 45′.62N., 096° 17′.85E.
 14° 49′.62N., 095° 53′.85E.
 14° 53′.61N., 095° 30′.75E.
 14° 57′.54N., 095° 06′.75E.
 15° 02′.60N., 094° 46′.50E.

and

15° 09′.62N., 094° 43′.05E.
 15° 07′.40N., 094° 46′.85E.



Legend “*Yadana Gas Field (see Note)*”; centered on
 Legend “*Gas (see Note-PIPELINES)*”; centered on
 Accompanying note, “YADANA GAS FIELD”; centered on

15° 09′.62N., 094° 43′.05E.
 15° 14′.00N., 094° 46′.00E.
 14° 54′.00N., 095° 18′.00E.
 14° 50′.00N., 099° 42′.00E.

Chart 31(INT 756) [previous update 042/18]

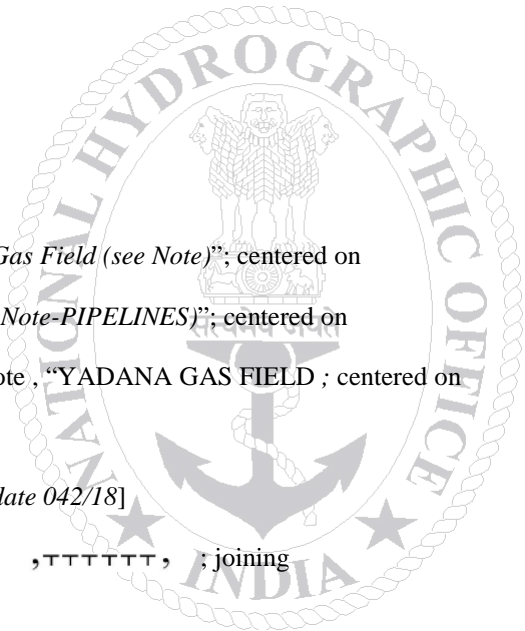
Insert limit of Gas Field  ; joining

15° 16′.00N., 094° 50′.00E. (E Border)
 15° 16′.00N., 094° 39′.00E.
 14° 57′.47N., 094° 39′.00E.
 14° 57′.62N., 094° 50′.00E. (E Border)



Legend “*Yadana Gas Field (see Note)*”; centered on
 Accompanying note, “YADANA GAS FIELD”; centered on

15° 09′.62N., 094° 43′.05E.
 15° 02′.60N., 094° 45′.00E.
 15° 14′.00N., 094° 45′.00E.
 19° 52′.00N., 082° 48′.00E.



*133 (14/18) Miscellaneous updates to charts.		
Source: NHO Dehradun.		
Chart No.	Previous Updates	Details
315	096/18	Insert Chart No.3501 and Magenta limit as follows: 09° 47'·90N., 79° 58'·70E. 09° 47'·90N., 80° 05'·30E. 09° 52'·30N., 80° 05'·30E. 09° 52'·30N., 79° 58'·70E. 09° 47'·90N., 79° 58'·70E.
		Delete Chart No.3501 and Magenta limit as follows: 09° 47'·90N., 79° 58'·65E. 09° 47'·90N., 80° 05'·35E. 09° 52'·30N., 80° 05'·35E. 09° 52'·30N., 79° 58'·65E. 09° 47'·90N., 79° 58'·65E.
316	096/18	Insert Chart No.3501 and Magenta limit as follows: 09° 47'·90N., 79° 58'·70E. 09° 47'·90N., 80° 05'·30E. 09° 52'·30N., 80° 05'·30E. 09° 52'·30N., 79° 58'·70E. 09° 47'·90N., 79° 58'·70E.
		Delete Chart No.3501 and Magenta limit as follows: 09° 47'·90N., 79° 58'·65E. 09° 47'·90N., 80° 05'·35E. 09° 52'·30N., 80° 05'·35E. 09° 52'·30N., 79° 58'·65E. 09° 47'·90N., 79° 58'·65E.
22 (INT 752)	125/18	Delete Chart No.265 and Magenta limit as follows: 06° 00'·00N., 72° 12'·00E. (S Border) 07° 27'·00N., 72° 12'·00E. 07° 27'·00N., 74° 00'·00E. 06° 00'·00N., 74° 00'·00E. (S Border)
31 (INT 756)	132/18	Delete Chart No.360 and Magenta limit as follows: 22° 30'·00N., 89° 22'·00E. (N Border) 20° 55'·00N., 89° 22'·00E. 20° 55'·00N., 92° 14'·00E. 22° 30'·00N., 92° 14'·00E. (N Border)
		Delete Chart No.361 and Magenta limit as follows: 22° 30'·00N., 90° 48'·00E. (N Border) 20° 10'·00N., 90° 48'·00E. 20° 10'·00N., 92° 36'·50E. 22° 30'·00N., 92° 36'·50E. (N Border)
		Delete Chart No.371 and Magenta limit as follows: 14° 46'·00N., 91° 41'·00E. 14° 46'·00N., 94° 39'·00E. 20° 22'·00N., 94° 39'·00E. 20° 22'·00N., 91° 41'·00E. 14° 46'·00N., 91° 41'·00E.
33 (INT 755)	051/18	Delete Chart No.359 and Magenta limit as follows: 06° 22'·00N., 80° 50'·00E. 06° 22'·00N., 82° 38'·17E. 09° 07'·20N., 82° 38'·17E. 09° 07'·20N., 80° 50'·00E. 06° 22'·00N., 80° 50'·00E.
225	076/17	Delete Chart No.2064 and Magenta limit as follows: 05° 55'·00N., 80° 26'·00E. (E Border) 05° 55'·00N., 80° 24'·40E. 05° 58'·75N., 80° 24'·40E. 05° 58'·75N., 80° 26'·00E. (E Border)
		Delete Chart No.2067 and Magenta limit as follows: 05° 56'·20N., 80° 07'·90E. 05° 56'·20N., 80° 16'·60E. 06° 03'·10N., 80° 16'·60E. 06° 03'·10N., 80° 07'·90E. 05° 56'·20N., 80° 07'·90E.

*133 (14/18) Miscellaneous Updates To Charts. Continued.		
Chart No.	Previous Updates	Details
225	076/17	Delete Chart No.2063 and Magenta limit as follows: 06° 52'·80N., 79° 44'·40E. 06° 52'·80N., 79° 53'·00E. 07° 03'·24N., 79° 53'·00E. 07° 03'·24N., 79° 44'·40E. 06° 52'·80N., 79° 44'·40E.
226	051/18	Delete Chart No.2067 and Magenta limit as follows: 05° 56'·20N., 80° 12'·00E. (W Border) 05° 56'·20N., 80° 16'·60E. 06° 03'·10N., 80° 16'·60E. 06° 03'·10N., 80° 12'·00E. (W Border)
		Delete Chart No.2064 and Magenta limit as follows: 05° 55'·00N., 80° 24'·40E. 05° 55'·00N., 80° 27'·65E. 05° 58'·75N., 80° 27'·65E. 05° 58'·75N., 80° 24'·40E. 05° 55'·00N., 80° 24'·40E.
351 (INT 7419)	127/18	Delete Chart No.3018 and Magenta limit as follows: 21° 20'·00N., 89° 35'·00E. (E Border) 21° 20'·00N., 89° 20'·00E. 21° 51'·60N., 89° 20'·00E. (N Border)



SECTION – III**TEMPORARY AND PRELIMINARY NOTICES**

***134 (P) (14/18) INDIA –WEST COAST – Jawaharlal Nehru Port and Trombay– Construction work.**

Source: JNPT.

1. Construction work is in progress in the area bounded by the following coordinates :

Sl. No.	Position
(a)	18° 56′.54N., 072° 56′.37E.
(b)	18° 56′.33N., 072° 56′.63E.
(c)	18° 56′.45N., 072° 56′.74E.
(d)	18° 56′.65N., 072° 56′.47E.

2. Mariners are advised to navigate with caution in the area and contact port authority for latest information.

Charts affected – 292(INT 7021) – 293(INT 7022) – 255(INT 7334) – 211 – 2016(INT 7336) – 2076(INT 7338).

***135 (T) (11/18) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Drilling Operation.**

Source: Myanmar Hydrographic Office.

1. Drilling operation will be carried out by Dhirubhai Deepwater KG2 (call sign; V7PW7), in the area bounded by the following coordinates till **02 Oct 18**:

Sl. No.	Position
(a)	16° 55′.10N., 93° 45′.12E.
(b)	16° 55′.10N., 93° 47′.15E.
(c)	16° 53′.22N., 93° 47′.15E.
(d)	16° 53′.23N., 93° 45′.12E.

2. During the drilling period unauthorized navigation, anchoring and fishing is prohibited within 0.5 NM from the above mentioned position.

3. Mariners are advised to navigate with caution.

4. **Former INM 106(T)/18 is cancelled.**

Charts affected – 31 (INT 756) – 41 (INT 757).

SECTION – IV

MARINE INFORMATION

1. NAVTEX TRANSMISSION

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

Mauritius (Cassis) - Operational

Seychelles (Mahe)-Operational

Following new Navtex stations along the Indian coast have commenced operations:-

INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz								
Sl.	Station Name	B1	Broad Cast Timings in UTC					
(a)	Veraval	H	0110	0510	0910	1310	1710	2110
(b)	Vengrula Point	J	0130	0530	0930	1330	1730	2130
(c)	Muttam Point	L	0150	0550	0950	1350	1750	2150
(d)	Porto Novo	O	0220	0620	1020	1420	1820	2220
(e)	Vakalpudi	Q	0240	0640	1040	1440	1840	2240
(f)	Balasure	S	0300	0700	1100	1500	1900	2300
(g)	Keating Point	V	0330	0730	1130	1530	1930	2330

2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS

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

3. DISPLAY ANOMALIES IN ECDIS

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

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

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

4. SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME

The Director General Shipping has established Safety fairways, recommended routes and traffic separation scheme (TSS) in restricted Indian waters including the offshore development area to enhance safety of navigation. The details of coordinates for the above have been published in the fortnightly Indian Notices to Mariners Edition No 07 of 2018(01st April 2018).

(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) 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/ IRRIDIUM AND SATELLITE PHONE

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

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

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

7. CAUTIONARY NOTE

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

List of Indian Chart Agents

<p>OSA Books and Periodicals R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: rpani246@gmail.com</p>	<p>M/s VDO Marine Insrtuments Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow & Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: atmain@md4.vsnl.net.in</p>
<p>M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor, 58, Dr. SunderlalBahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg</p>	<p>E.W.Liner Charts & Publication (India) 2/524, Sandeep Road, ChinnaNeelangarai, Chennai - 600041 Tele: +91-44-24490668 Fax: +91-44-24491668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com Web: www.ewliner.com</p>
<p>M/s C & C Marine Combine 25 Bank Street, 1st Floor, Fort Mumbai - 400 023 Tel: 91-22- 22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: vijay@ccmarine.in, sales@ccmarine.in</p>	<p>M/s Engineering Logistics Executive Multi Services Elems Charts, Door No: 61-4-45-A/4, Prakash Nagar, Malkapuram Visakhapatnam – 530 011 Mob: +91 9133871827 Email: sales@elemscharts.in Web: www.elemscharts.in</p>
<p>M/s SVR Chart Agencies Door No.50-81-48/4, Seetammapeta, Visakhapatnam – 530 016 Tel/ Fax: 0891-2799471, Cell: +91-9849120988, 9885797333 Email : mahalakshmitravels99@gmail.com mahalakshmitravels@hotmail.com</p>	<p>SMS Marine Private Ltd 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: info@c-map.co.in , raj.chakravorty@smsmap.com Web: www.smsmaps.co.in</p>
<p>M/s JM Maritime Services 24/24C Kavarana Building, Ground Floor, WadiBunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in , charts@mtnl.net.in</p>	<p>M/s Global Marine Infratech Pvt. Ltd. SikshaSandan, Ground Floor, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +91-9337477799, 7077702499 Email: tusarkantha@gniindia.in Web: www.gniindia.in</p>
<p>M/s Lift o Marine Allen’s Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: sankar@liftmarine.org, liftmarine77@gmail.com Web: www.liftmarine.org</p>	<p>L. R. Marine Services 301, 3rd Floor, Biryas House, 265, PerinNariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-66359148 Cell No: +91 8108926880/ +91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com</p>
<p>M/s Zenith Surveys (I) Pvt. Ltd. Lakhani’sPlam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: zenithsurveys703@gmail.com nyvmane@yahoo.com Web: www.zenithsurvey.com</p>	<p>IIC Technologies Limited 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: somnath.marthi@iictechnologies.com sanjeev.sharma@iictechnologies.com Web: www.iictechnologies.com</p>

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

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

2. NAVAREA VIII Warnings in force as on 15Jul18:

2017 SERIES – 305 345 394 493685 723 762 814 829 866 876
2018 SERIES – 047 049 145 168 185 186 222 301 312 314 341 343 348 372 375 386 403 414 416 418 424 428 434 440 450 452 466 471 478 481 482 483 487 489 490 491 492 493 494 495

3. NAVAREA VIII Warnings issued during the period from 01Jul 18 to 15Jul18(both dates inclusive) are as tabulated below:–

<p>479. Andaman Sea – off Barren.Charts 41 473 INT 71. Firing practice by CG Aircraft scheduled on 05, 06, 09, 10 Jul 18 from 0430-0930 utc in danger area bounded within 11-50N to 12-00N and 093-40E to 094-10E. 2. Cancel this MSG 101030 UTC Jul 18.</p>
<p>480. India East Coast – off Chennai.Charts 32 33 313 356 391 INT 71. Pad Abort Test from SHAR Sriharikota scheduled on 05 Jul 18 from 0030 - 0430 UTC in danger circle of 05 nm around 13-41.9N 080-13.9E. 2. Cancel this MSG 050530 UTC Jul 18.</p>
<p>481. Bay of Bengal - off SagarI.Charts 31 351 INT 71. MV SSL Kolkata reported sunk 21-26N 088-46E. Containers carried by vessel adrift. Vessels transiting to exercise caution. 2. Cancel NAVAREA VIII MSG 461/18.</p>
<p>482. India East Coast - off Karaikal.Charts 32 357 3033 INT 71. Submerged wreck reported 10-49.16N 079-53.06E.</p>
<p>483. Andaman Sea – off Hngget-TaungI.Charts 31 41 BA 818 INT 71. Drillship Dhirubhai Deepwater KG2 progressing drilling in vicinity OF16-54.16N 93-46.13E. Wide berth requested. 2. Cancel this MSG 030001 UTC Oct 18.</p>
<p>484. India East Coast – off Chennai.Charts 32 313 356 357 INT 71. Firing by CG Aircraft scheduled daily from 09 - 12 Jul 18 from 0130 - 1130 UTC in danger area bounded within 12-49N to 12-59N and 080-46E to 081-26E. 2. Cancel this MSG 121230 UTC Jul 18.</p>
<p>485. Cancel NAVAREA VIII MSG 872/17 and this MSG.</p>
<p>486. NAVAREA VIII – warnings in force as on 06 Jul 2018 2017 SERIES – 305 345 394 493 685 723 762 814 829 866 876 2018 SERIES - 047 049 145 168 185 186 222 301 312 314 341 343 348 372 375 386 403 414 416 418 424 426 428 434 440 445 450 452 466 471 475 478 479 481 482 483 484 485 (A) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet. (B) Text of NAVAREA VIII warnings in force including those which no longer broadcast available in www.hydrobharat.gov.in 2. Cancel this MSG 131830 UTC Jul 18.</p>
<p>487. India East Coast – off Balasore.Charts 31 351 352 INT 71. Experimental Flight Trial scheduled from ITR on 16, 17 Jul 18 from 0430-0630 and 0930-1130 UTC in danger zone bounded by 21-22.59N 086-56.31E, 21-21.98N 086-55.86E, 21-19.15N 086-54.49E, 21-07.57N 086-50.5E, 20-37.98N 087-13.96E, 18-58.14N 088-40.26E, 19-19.14N 089-06.24E, 20-58.15N 087-39.59E, 21-24.97N 087-12.66E, 21-23.32N 086-59.81E 2. Cancel this MSG 171230 UTC Jul 18.</p>
<p>488. Cancel NAVAREA VIII MSG 445/18 and this MSG.</p>
<p>489. Central Indian Ocean. Chart INT 71. Small orange craft reported adrift 16-50S 076-35E at 110240 UTC Jul 18. report sighting to msis-inho@navy.gov.in. 2. Cancel this MSG 140240 UTC Jul 18.</p>
<p>490. India East Coast. Charts 31 355 356 357 INT 71. Rig list:- ABAN ABRAHAM 16-11.03N 082-13.01E ABAN II 16-17.90N 081-52.56E DEEP DRILLER 8 11-30.10N 079-56.05E DSR DDKG1 16-11.96N 082-35.00E NEW ESSAR WILDCAT 15-19.58N 080-33.30E JACK BATES 16-25.70N 082-23.43E LOUISIANA 16-19.70N 082-21.00E OLINDA STAR 16-23.08N 082-21.60E PLATINUM EXPLORER 16-18.70N 082-17.80E SAGAR RATNA 15-21.91N 080-31.91E</p>

490. Continued.	SAGAR VIJAY	16-28.32N 082-22.34E
	WEST TELESTO	15-27.38N 080-31.70E
2.	Wide berth requested.	
3.	Cancel NAVAREA VIII MSG 426.	
491. India West Coast – Kochi.	Charts 22 220 260 2029 INT 71. Firing by Navy scheduled on:-	
	DATE	TIME (UTC)
	17 JUL 18	0900-1200
	20 JUL	0900-1200 AND 1230-1430
	24 JUL	0900-1200
	27 JUL	0900-1200 AND 1230-1430
	31 JUL	0900-1200
2.	Danger area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44N 076-17.5E, 09-42.5N 076-09.5E .	
3.	Cancel this MSG 311300 UTC Jul 18.	
492. India East Coast- Vishakhapatnam.	Charts 31 308 354 3002 3012 INT 71. Firing by Naval Coast Battery scheduled on 18 Jul 18 from 0001 - 0130 UTC in danger sector extending upto 17 nm between bearing 070 and 130 from 17-42N 083-18E.	
2.	Cancel this MSG 180230 UTC Jul 18.	
493. India West Coast - off Trivandrum.	Charts 22 222 260 INT 71. Rocket launch from Thumba(08-31.98N 076-52.05E) scheduled on 18 Jul 18 from 0530-0730 UTC.	
2.	Danger sector:-	
	(A)	Radius of 05 nm from Thumba between azimuth 190 and 300.
	(B)	Radii of 45 and 75 nm from Thumba between azimuth 220 and 260.
3.	Cancel this MSG 180830 UTC Jul 18.	
494. Bay of Bengal - off Coxs Bazar.	Charts 31 INT 71. Floating storage regasification unit installed 21-32.07N 091-49.12E with fairway buoy 21-27.5N 091-48E and anchorage area bounded within 21-24N to 21-25N and 091-48.5E to 091-49.5E. Wide berth requested.	
2.	cancel this MSG 171830 UTC Jul 18.	
495. NAVAREA VIII – warnings in force as on 13 July 2018:-		
	2017 SERIES – 305 345 394 493 685 723 762 814 829 866 876	
	2018 SERIES - 047 049 145 168 185 186 222 301 312 314 341 343 348 372 375 386 403 414 416 418 424 428 434 440 450 452 466 471 478 481 482 483 487 489 490 491 492 493 494	
(A)	NAVAREA VIII warnings less than 42 days promulgated via SafetyNet.	
(B)	Text of NAVAREA VIII warnings in force including those which no longer broadcast available in www.hydrobharat.gov.in	
2.	Cancel this MSG 201830 UTC Jul 18	

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West coast of India Pilot (INP-1)

Chapter - 7 (Page 291)

(Source: IH.102A, JNPT)

Article 7.275 Insert after para 8

9 **Bharat Mumbai Container Terminal (BMCT)** (18°56'.33 N, 72°56'.17 E) is newly established container terminal within Jawahar Lal Nehru Port. BMCT is situated 250m S of the BPCL Jetty and Landing Jetty. The main function of the terminal is handling of container vessels.

Contact Details:

BMCTPL, JN Port Nhava Seva

Tele: +9122 27248000/62668000

Fax: +9122 274248090/62668090

E-mail: info@bmctpl.com

10 **Berths.** There are three berths with a total length of 1000 mts which lies within a maintained depth alongside 16.5 m (70 m wide).

Chapter – 8 (Page 319)

(Source: UTCL)

Article 8.132, Para 1, delete line 4, 5 and 6

Article 8.132, delete Para 9, and replace by

9 **Berthing and Wharves.** UTCL's captive jetty is 547m long and there is only one loading or discharging system on jetty. The jetty is situated next to the buoy No.6 (red) of the Pipavav entrance channel & is facing the Island of Shial Bet, lie in line 035-215°. The jetty is divided in two berths, Berth no 1 is from bollard no 14 to 34, 337m in length with a charted depth of about 12.8m alongside and capable of handling vessels up to 200m LOA, Beam 32.5 m and 65000 DWT. Berth no 2 is 210m in length between bollard no 5 to 14 for handling of bulk carrier and cargo ships limited to draft 8m, up to 158 m LOA, 26m beam and 22000 DWT. In view of shallow depths on the Northern side, vessels are not to be berthed between bollards No 1 to 5.

North End	20° 54'.72 N	071° 30'.39 E
South End	20° 54'.43 N	071° 30'.03 E

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 12 dated 16Jun2018)

NIL

INP 31(2), 2014

(Last correction: Edition No. 13 dated 01 Jul 2018)

NIL

NP 31(5), 2017

(Last correction: Edition No. 11 dated 01 Jun 2018)

NIL

INP 31(6), 2012

(Last correction: Edition No. 04 dated 16 Feb 2018)

Page 134, QATAR

Insert new entry above 'AL SHAHEEN TERMINAL'

AL RUWAIS **26°08'N 51°12'E**

Port

CONTACT DETAILS:

Call: Al Ruwais Port Control
VHF Channel: Ch 13 16
Telephone: +974 40120600
+974 40120601
Fax: +974 40120602
E-mail: alruwaisvts@mwani.com.qa

Page 134, 135, QATAR, DOHA (AD DAWHAH)

Delete entry and replace by

DOHA (AD DAWHAH) 25°18'N 51°34'E
UNCTAD LOCODE: QA DOH

Pilots

CONTACT DETAILS:

Call: Doha Pilot
VHF Channel: 16, 13
Telephone: +974 44457294
 +974 44434377
Fax: +974 44457295

HOURS: H24

PROCEDURE

- (1) **Pilotage is compulsory** for all passenger vessels and bulk carrier
- (2) **Pilot ordering:** Pilots should be ordered through the vessel's agent with the following notice periods:
 - (a) Passenger vessels: 2h prior to arrival
 - (b) Bulk carrier: 24h prior to arrival
- (3) **Pilot boards** in position 25°16'.27N 51°45'.22E (0.2 n miles SE of Doha Lt V).

Port**CONTACT DETAILS****Port Control**

Call: Doha Port Control
 VHF Channel: 16, 14
 Telephone: +974 44042735
 Email: dohavts@mwani.com.qa

Regional Hr Mr

Telephone: +974 44990451
 Email: a.mabrouk@mwani.com.qa

Port Authority

Telephone: +974 44993333
 Fax: +974 44993302
 Website: www.mwani.com.qa

HOURS: H24

PROCEDURE:

- (1) **Notice of ETA:** Vessels must send an arrival notice to Doha Port Control through the agent or at least 48h prior to arrival at the Pilot boarding position.
- (2) Vessels must confirm the exact time of arrival with Doha Port Control at least 3h before arrival on VHF Ch 14 providing the following information:
 - (a) ETA
 - (b) Arrival draught
 - (c) LOA
 - (d) Last Port
 - (e) Next port
 - (f) Flag
 - (g) gt
 - (h) nt
 - (i) Number of passengers and crew (passenger vessels)
 - (j) Total quantity of cargo to discharge (bulk carriers)
 - (k) Approach charts
 - (l) Security level
 - (m) Deficiencies

Tugs**PROCEDURE:**

Tugs are available.

Page 135, QATAR, HAMAD.

Delete entry and replace by

HAMAD **25°01'N 51°36'E**

See diagram MESAIEED (MUSAYĪD or UMM SAID) VESSEL TRAFFIC CONTROL

Pilots**CONTACT DETAILS:**

VHF Channel: 06

PROCEDURE

- (1) **Pilotage is compulsory** for all vessels except offshore support vessels, tugs and barges.
- (2) **Pilot ordering:** Pilot booking for arrival and departure should be made via the vessel's agent with 1 h notice
- (3) **Pilot boards** in position 25°10'.70N 51°42'.80E

Port**CONTACT DETAILS****Terminal Operator**

Call: Hamad Port Control
VHF Channel: 16, 14
Telephone: +974 44990450
Email: hamadport.vts@mwani.com.qa

Regional Hr Mr

Telephone: +974 44990451
Email: a.mabrouk@mwani.com.qa

Port Authority

Telephone: +974 44993333
Fax: +974 44993302
Website: www.mwani.com.qa

HOURS: H24

PROCEDURE:

- (1) **Notice of ETA:** Vessels must send an arrival notice to Hamad Port Control through the agent or at least 48h prior to arrival at the Pilot boarding position.
- (2) Vessels must confirm the exact time of arrival with Hamad Port Control at least 3h before arrival on VHF Ch 14 providing the following information:
 - (a) ETA
 - (b) Arrival draught
 - (c) LOA
 - (d) Last Port
 - (e) Next port
 - (f) Flag
 - (g) gt
 - (h) nt
 - (i) Number of passengers and crew (passenger vessels)
 - (j) Total quantity of cargo to discharge (bulk carriers)
 - (k) Approach charts
 - (l) Security level
 - (m) Deficiencies

Tugs**PROCEDURE:**

Tugs are available.

(Source: BA 27/18)

(14/18)

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.gov.in, msis-inho@navy.gov.in
Fax No.: +91-135- 2748373
WEB: www.hydrobharat.gov.in

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

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

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

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

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

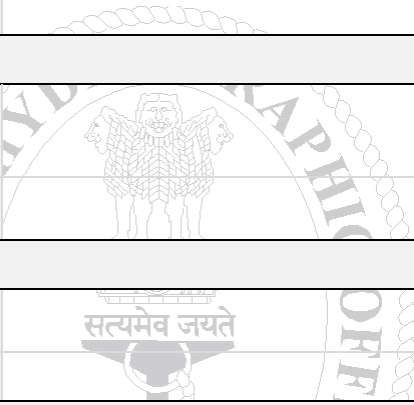

Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further,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



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

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

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

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

To accompany Indian Notice to Mariners 132/18

Chart 41(INT 757)

YADANA GAS FIELD

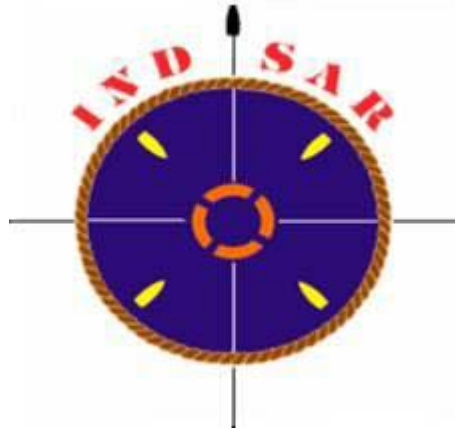
Numerous production platforms, underwater construction work on wellheads and pipelines and submerged obstructions exist within the Gasfield area enclosed by pecked lines. As all these features cannot be charted, special caution should be exercised by vessels navigating in the vicinity.

To accompany Indian Notice to Mariners 132/18

Chart 31(INT 756)

YADANA GAS FIELD

Numerous production platforms, underwater construction work on wellheads and pipelines and submerged obstructions exist within the Gasfield area enclosed by pecked lines. As all these features cannot be charted, special caution should be exercised by vessels navigating in the vicinity.



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

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