



INDIAN NOTICES TO MARINERS



EDITION NO. 15 DATED 01 AUG 2018

(CONTAINS NOTICES 136 TO 141)

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

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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 edition 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>
IN62100B	2100	PORT PIPAVAV	25-07-2018
IN42100D	2100	APPROACHES TO PORT PIPAVAV	25-07-2018

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 The Indian Electronic Navigational Charts that are permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN62100B	2100	PORT PIPAVAV	07-07-2014
IN42100D	2100	APPROACHES TO PORT PIPAVAV	07-07-2014

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 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 136 to 141 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	140
31 (INT 756)	5	141 (T)
32 (INT 754)	5	140, 141 (T)
41 (INT 757)	6	140
201	2	140
203 (INT 7319)	2	136
227	1	140
251 (INT 7318)	2	140
271	2	140
291	2	140
354 (INT 7408)	5	141 (T)
391	5	141 (T)
2061	1	140
2068	2	136
2076 (INT 7338)	3	138
2079 (INT 7329)	2	136
2081 (INT 7342)	2	137
2100 (INT 7344)	2	137
4006 (INT 7449)	6	139
4012	6	139
7707 (INT 707)	1	140

SECTION – II
PERMANENT NOTICES

***136 (15/18) INDIA – WEST COAST – Approaches to Mundra Port –Legends.**

Source: Adani Ports & SEZ Ltd.

Chart 203 (INT 7319) [previous update 119/18]

Substitute	Legend “HMEL SPM” for legend “HMEL SPM-1” Centered on	22° 40′.90N., 69° 38′.20E.
	Legend “IOCL SPM” for legend “ SPM” Centered on	22° 40′.70N., 69° 39′.80E.

Chart 2068 [previous update 119/18]

Substitute	Legend “HMEL SPM” for legend “HMEL SPM-1” Centered on	22° 40′.75N., 69° 37′.10E.
	Legend “IOCL SPM” for legend “ SPM” Centered on	22° 40′.60N., 69° 38′.55E.

Chart 2079 (INT 7329)[previous update 119/18]

Substitute	Legend “HMEL SPM” for legend “HMEL SPM-1” Centered on	22° 40′.84N., 69° 37′.40E.
	Legend “IOCL SPM” for legend “ SPM” Centered on	22° 40′.68N., 69° 39′.38E.

***137 (15/18) INDIA – WEST COAST – GULF OF KHAMBHAT– Approaches to Port Pipavav – Jetty , legend.**

Source: Ultratech Cement Ltd.

Chart 2081 (INT 7342) [previous update 075/18]

Substitute	Pecked line, with firm line, joining	20° 54′.63N., 71° 30′.14E.
		20° 54′.73N., 71° 30′.20E.

Chart 2100 (INT 7344) [previous update 109/18]

Substitute	Pecked line, with firm line, joining	(a) 20° 54′.74N., 71° 30′.20E.
		20° 54′.73N., 71° 30′.21E.
		20° 54′.63N., 71° 30′.14E.
		20° 54′.64N., 71° 30′.13E.
		(a) above

Chart 2100 (INT 7344) Plan [previous update 109/18]

Substitute	Pecked line, with firm line, joining	(a) 20° 54′.730N., 71° 30′.210E.
		20° 54′.738N., 71° 30′.197E.
		20° 54′.635N., 71° 30′.127E.
		20° 54′.631N., 71° 30′.135E.
		20° 54′.627N., 71° 30′.133E.
		20° 54′.624N., 71° 30′.139E.
		(a) above

Delete	Legend “Being reclaimed (2014)” Centred on	20° 54′.680N., 71° 30′.170E.
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***138 (15/18) INDIA – WEST COAST – Jawaharlal Nehru Port and Trombay – Legend.**

Source: JNPT.

Chart 2076 (INT 7338) [previous update 093/18]

Delete legend “Under Construction (2017)” Centred on 18° 56′.40N., 072° 56′.26E.

***139 (15/18) ANDAMAN SEA – INDIA – ANDAMAN ISLAND– Port Blair – Inner Harbour–Floating Dock, legend.**

Source: HSU, Port Blair.

Chart 4006 (INT 7449) [previous update 144/15]

Insert Floating Dock, single firm line joining : (a) 11° 41′.60N., 92° 43′.96E.
 11° 41′.52N., 92° 44′.02E.
 11° 41′.51N., 92° 44′.00E.
 11° 41′.58N., 92° 43′.94E.
 (a) above

Legend “FDN–2” Centred on : 11° 41′.54N., 92° 43′.93E.

Chart 4012 [previous update 144/15]

Insert Floating Dock, single firm line joining : (a) 11° 41′.60N., 92° 43′.96E.
 11° 41′.52N., 92° 44′.02E.
 11° 41′.51N., 92° 44′.00E.
 11° 41′.58N., 92° 43′.94E.
 (a) above

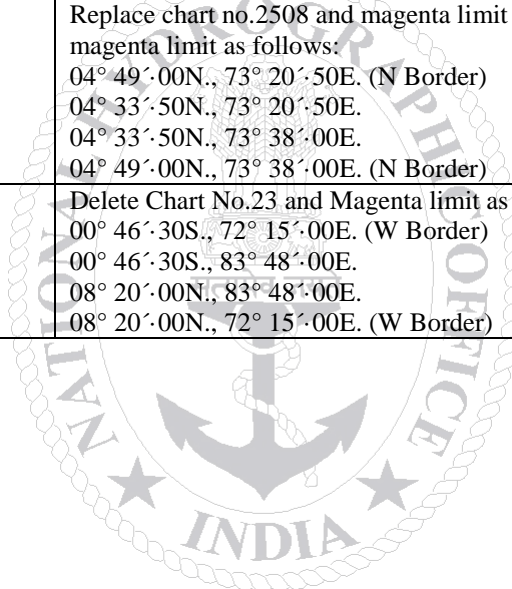
Legend “FDN–2” Centred on : 11° 41′.57N., 92° 43′.97E.

Former INTM 054(P) / 18 is cancelled.

Chart No.	Previous Updates	Details
*140 (15/18)	Miscellaneous updates to charts.	
Source: NHO Dehradun.		
21	<i>129/18</i>	Delete Chart No.290 and Magenta limit as follows: 22° 05′.00N., 58° 15′.00E. (W Border) 22° 05′.00N., 62° 53′.00E. 25° 47′.20N., 62° 53′.00E. (N Border)
32 (INT 754)	<i>125/18</i>	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.
41 (INT 757)	<i>132/18</i>	Delete Chart No.431 and Magenta limit as follows: 09° 19′.00N., 96° 54′.00E. 09° 19′.00N., 98° 42′.00E. 10° 27′.50N., 98° 42′.00E. 10° 27′.50N., 96° 54′.00E. 09° 19′.00N., 96° 54′.00E.
		Delete Chart No.432 and Magenta limit as follows: 07° 43′.20N., 97° 21′.00E. 07° 43′.20N., 98° 30′.50E. 09° 28′.80N., 98° 30′.50E. 09° 28′.80N., 97° 21′.00E. 07° 43′.20N., 97° 21′.00E.

*140 (15/18)	Miscellaneous Updates To Charts. Continued.	
41 (INT 757)	<i>132/18</i>	Delete Chart No.433 and Magenta limit as follows: 07° 12'·00N., 97° 48'·00E. 07° 12'·00N., 99° 34'·00E. 08° 21'·00N., 99° 34'·00E. 08° 21'·00N., 97° 48'·00E. 07° 12'·00N., 97° 48'·00E.
		Delete Chart No.434 and Magenta limit as follows: 06° 22'·00N., 98° 03'·00E. 06° 22'·00N., 100° 08'·00E. 07° 31'·00N., 100° 08'·00E. 07° 31'·00N., 98° 03'·00E. 06° 22'·00N., 98° 03'·00E.
		Delete Chart No.435 and Magenta limit as follows: 05° 26'·00N., 98° 40'·50E. 05° 26'·00N., 100° 26'·50E. 06° 35'·00N., 100° 26'·50E. 06° 35'·00N., 98° 40'·50E. 05° 26'·00N., 98° 40'·50E.
		Delete Chart No.451 and Magenta limit as follows: 14° 48'·00N., 93° 16'·00E. 14° 48'·00N., 96° 38'·00E. 16° 32'·00N., 96° 38'·00E. 16° 32'·00N., 93° 16'·00E. 14° 48'·00N., 93° 16'·00E.
		Delete Chart No.452 and Magenta limit as follows: 14° 23'·00N., 96° 10'·50E. 14° 23'·00N., 97° 58'·00E. 17° 03'·50N., 97° 58'·00E. 17° 03'·50N., 96° 10'·50E. 14° 23'·00N., 96° 10'·50E.
		Delete Chart No.453 and Magenta limit as follows: 12° 25'·00N., 96° 55'·00E. 12° 25'·00N., 98° 43'·00E. 15° 07'·00N., 98° 43'·00E. 15° 07'·00N., 96° 55'·00E. 12° 25'·00N., 96° 55'·00E.
		Delete Chart No.454 and Magenta limit as follows: 10° 12'·00N., 97° 00'·00E. 10° 12'·00N., 98° 47'·00E. 12° 56'·00N., 98° 47'·00E. 12° 56'·00N., 97° 00'·00E. 10° 12'·00N., 97° 00'·00E.
		Delete Chart No.371 and Magenta limit as follows: 14° 46'·00N., 91° 41'·00E. 14° 46'·00N., 94° 39'·00E. 17° 32'·00N., 94° 39'·00E. 17° 32'·00N., 91° 41'·00E. 14° 46'·00N., 91° 41'·00E.
201	<i>102/16</i>	Delete Chart No. 2112 and Magenta limit as follows: 23° 20'·10N., 68° 33'·00E. 23° 20'·10N., 68° 34'·90E. 23° 22'·75N., 68° 34'·90E. 23° 22'·75N., 68° 33'·00E. 23° 20'·10N., 68° 33'·00E..
227	<i>044/13</i>	Replace chart no.2508 and magenta limit with chart no. 2597 and magenta limit as follows: 04° 33'·50N., 73° 20'·50E. 04° 33'·50N., 73° 38'·00E. 05° 00'·00N., 73° 38'·00E. 05° 00'·00N., 73° 20'·50E. 04° 33'·50N., 73° 20'·50E.

*140 (15/18)		Miscellaneous Updates To Charts. Continued.
251 (INT 7318)	<i>031/18</i>	Delete Chart No.200 and Magenta limit as follows: 23° 54'·50N., 66° 35'·50E. (N Border) 23° 38'·50N., 66° 35'·50E. 23° 38'·50N., 67° 29'·50E. 23° 54'·50N., 67° 29'·50E. (N Border)
271	<i>138/17</i>	Delete Chart No.250 and Magenta limit as follows: 24° 00'·00N., 65° 50'·00E. (N Border) 23° 07'·00N., 65° 50'·00E. 23° 07'·00N., 67° 38'·00E. 24° 00'·00N., 67° 38'·00E. (N Border)
291	<i>075/18</i>	Delete Chart No.249 and Magenta limit as follows: 24° 00'·00N., 63° 28'·00E. 24° 00'·00N., 66° 14'·00E. 25° 39'·00N., 66° 14'·00E. 25° 39'·00N., 63° 28'·00E. 24° 00'·00N., 63° 28'·00E
		Delete Chart No.250 and Magenta limit as follows: 23° 07'·00N., 65° 50'·00E. 23° 07'·00N., 67° 38'·00E. 25° 39'·00N., 67° 38'·00E. 25° 39'·00N., 65° 50'·00E. 23° 07'·00N., 65° 50'·00E.
2061	<i>062/18</i>	Replace chart no.2508 and magenta limit with chart no. 2597 and magenta limit as follows: 04° 49'·00N., 73° 20'·50E. (N Border) 04° 33'·50N., 73° 20'·50E. 04° 33'·50N., 73° 38'·00E. 04° 49'·00N., 73° 38'·00E. (N Border)
7707 (INT 707)	<i>207/14</i>	Delete Chart No.23 and Magenta limit as follows: 00° 46'·30S., 72° 15'·00E. (W Border) 00° 46'·30S., 83° 48'·00E. 08° 20'·00N., 83° 48'·00E. 08° 20'·00N., 72° 15'·00E. (W Border)



SECTION – III

TEMPORARY AND PRELIMINARY NOTICES

***141(T) (15/18) INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges.**

Source: Indian Navy.

1. Unexploded charges reported dumped by Indian Naval Ship in position 17° 00′.00N., 83° 40′.50E on 18 May 18.
2. Mariners to take note.

Charts Affected – 31 (INT 756) – 32 (INT 754) – 391 – 354 (INT 7408).



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/ 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.

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@gmindia.in Web: www.gmindia.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@liftomarine.org, liftomarine77@gmail.com Web: www.liftomarine.org</p>	<p>L. R. Marine Services 301, 3rd Floor, Biryra 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 31 Jul18:

2017 SERIES – 305 345 394 493685 723 762 814 829 866
2018 SERIES – 047 049 185 186 222 301 312 314 341 343 348 372 375 403 414 418 428 440 450 452 471 481 500 509 511 512 513 514 515 517

3. NAVAREA VIII Warnings issued during the period from 16 Jul 18 to 31 Jul18(both dates inclusive) are as tabulated below:–

496. Andaman Sea – off Barren. Charts 41 473 INT 71. Firing practice by CG aircraft scheduled on 19, 20, 23, 24 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 241030 UTC Jul 18.
497. India East Coast – off Gopalpur. Charts 31 352 353 3005 INT 71. Army air defence firing and BPTA flight scheduled daily from 19-21 and 23-26 Jul 18 from 0130-0830 and 0930-1430 UTC in danger area bounded by (A) 19-14.6N 084-53.7E (B) 19-07.39N 085-35.94E (C) 18-33.61N 084-53.74E and arc of 40 nm radius joining point B and C. 2. Cancel this MSG 261530 UTC Jul 18.
498. Cancel NAVAREA VIII MSG 487/18 and this MSG.
499. 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 ESSAR WILDCAT 15-19.58N 080-33.30E JACK BATES 16-25.70N 082-23.43E SSV LOUISIANA 16-20.13N 082-21.57E ^{new} OLINDA STAR 16-23.08N 082-21.60E PLATINUM EXPLORER 16-18.70N 082-17.80E SAGAR RATNA 15-21.91N 080-31.91E 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 490.
500. India West Coast. Charts 21 251 254 255 292 INT 71. Rig list: ABAN ICE 19-13.88N 071-02.41E ACTINIA 19-19.57N 071-01.61E CE THORNTON 18-30.06N 072-15.95E DEEP SEA MATDRILL 19-39.98N 071-35.75E FG MCCLINTOCK 18-16.38N 072-22.81E GREAT DRILL CHAAYA 18-37.24N 072-14.94E GREAT DRILL CHAARU 20-05.50N 071-53.13E GREAT DRILL CHETNA 21-37.96N 068-26.41E GREAT DRILL CHITRA 19-22.58N 071-00.85E HARVEY H WARD 19-34.28N 071-36.05E JINDAL STAR 20-14.88N 071-57.76E JINDAL SUPREME 22-57.10N 068-32.30E JT ANGEL 19-35.30N 071-38.70E NOBLE ED HOLT 20-11.53N 071-52.25E PARAMESWARA 22-55.80N 068-21.48E SAGAR GAURAV 19-35.93N 070-57.18E SAGAR JYOTI 19-04.70N 071-54.11E SAGAR KIRAN 19-33.13N 071-16.35E SAGAR SHAKTI 19-15.95N 070-56.47E SAGAR UDAY 19-08.42N 070-53.87E TRIDENT II 19-20.91N 071-24.51E TRIDENT XII 18-44.96N 072-20.01E VICTORY DRILLER 19-31.70N 071-16.51E

500. Continued.	VIRTUE-I	19-15.20N 072-02.17E
	VIVEKANANDA1	18-36.12N 071-01.59E
	VIVEKANANDA2	19-11.05N 072-11.20E
2.	Wide berth requested.	
3.	Cancel NAVAREA VIII MSG 416.	
501. Cancel NAVAREA VIII MSG 145/18 434 466 482 483 and this MSG.INTM 129 131 132 130 135(T) refers.		
502. India West Coast – Okha.	Charts 21 203 2068 INT 71. Firing by naval coast battery scheduled on 25 Jul 18 from 0530-0730 UTC in danger sector extending upto 12 nm within bearing 300 to 020 from 22-28.04N 069-04.99E.	
2.	Cancel this MSG 250830 UTC Jul 18.	
503. India East Coast – off Chennai.	Charts 32 313 356 357 INT 71. Firing by CG aircraft scheduled daily from 24 - 26 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 261230 UTC Jul 18.	
504. NAVAREA VIII Warnings in force as on 20 July 2018	2017 SERIES – 305 345 394 493 685 723 762 814 829 866 876	
	2018 SERIES - 047 049 168 185 186 222 301 312 314 341 343 348 372 375 386 403 414 418 424 428 440 450 452 471 478 481 491 496 497 499 500 502 503	
(A)	NAVAREA VIII warnings less than 42 days promulgated via Safetynet.	
(B)	Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.gov.in	
2.	Cancel this MSG 271830 UTC Jul 18.	
505. Bay of Bengal - off Chittagong.	Charts 31 INT 71. MV reported piracy 22-02.8N 091-46.5E at 191700 UTC Jul 18 and theft of mooring lines.Vessels advised to keep clear of position.	
2.	Cancel this MSG 241230 UTC Jul 18.	
506. Indian Ocean – off Somalia.	Charts INT 71 701. MV attacked 01-06.32N 044-02E AT 221422 UTC Jul 18.Vessels advised to keep clear of position and exercise caution.	
2.	Cancel this MSG 291720 UTC Jul 18.	
507. Bay of bengal - off Sagar I.	Charts 31 351 INT 71. Two grey and green containers from sunken MV SSL Kolkata reported adrift 21-30N 088-42E on am 21 Jul 18.	
2.	Cancel this MSG 261000 UTC Jul 18.	
508. India East Coast- Chennai.	Charts 32 313 3001 3004 3028 INT 71. Firing by naval coast battery scheduled on27 Jul 18 from 0530 - 0730 UTC.	
2.	Danger sector extending upto 11 nm between bearing 045 and 075 from 13-07.02N 080-18.01E.	
3.	Cancel this MSG 270830 UTC Jul 18.	
509. India East Coast – off Gopalpur.	Charts 31 352 353 3005 INT 71.Army air defence firing and BPTA flight scheduled on 30, 31 Jul, 01 Aug 18 from 0430-1030 UTC in danger area bounded by (A) 19-14.6N 084-53.7E (B) 19-07.39N 085-35.94E (C) 18-33.61N 084-53.74E and arc of 40 nm radius joining point B and C.	
2.	Cancel this MSG 011130 UTC Aug 18.	
510. IndiaEastCoast.	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
	DSR DDKG1	16-11.96N 082-35.00E
	ESSAR WILDCAT	15-19.58N 080-33.30E
	JACK BATES	16-25.70N 082-23.43E
	SSV LOUISIANA	16-20.13N 082-21.57E
	OLINDA STAR	16-23.08N 082-21.60E
	PLATINUM EXPLORER	16-18.70N 082-17.80E
	SAGAR RATNA	15-21.91N 080-31.91E
	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 499.	
511. India East Coast – off Balasore.	Charts 31 301 351 352 3017 3031 INT 71. Experimental flight trial scheduled from ITR on 02 Aug 18 from 0530-0930 UTC and 03 Aug 18 from 0400-0800 UTC in danger zone bounded by 21-22.04N 086-56.38E, 21-09.76N 086-50.59E, 20-12.67N 087-16.27E, 20-38.99N 088-18.77E, 21-41.77N 087-50.46E.	
2.	Cancel this MSG 030900 UTC Aug 18.	
512. Bay Of Bengal - Off Chittagong.	Charts 31 351 360 INT 71. Firing by naval ships scheduled daily from 31 Jul - 30 Aug 18 from 2200 UTC for 19 hours in danger areas bounded by (A) 21-20.83N 090-34E, 21-41N 091-14E, 21-20.83N 091-28E, 21-00N 090-47.83E (B) 20-46N 090-00E, 20-58N 090-17E, 20-40N 090-38E, 20-28N 090-22E (D) 20-07N 090-52E, 20-22N 091-06E, 20-00N 091-36E, 19-44N 091-21E (D1) 20-22N 091-06E, 20-46.5N 091-31E, 20-24N 091-59E, 20-00N 091-36E (E) 21-18N 089-31E, 21-18N 089-50E, 21-04N 089-54E, 21-04N 089-34E (F) 20-58N 089-34E, 20-58N 089-54E, 20-34N 089-54E, 20-34N 089-34E.	
2.	Cancel this MSG 311800 UTC Aug 18.	

513.	Andaman Sea – Nicobar I. Charts 41 408 472 4165 INT 71. Bompoka LT (08-13N 093-15E) unlit.																						
514.	<p>NAVAREA VIII warnings in force as on 27 July 2018 2017 SERIES – 305 345 394 493 685 723 762 814 829 866 876 2018 SERIES – 047 049 168 185 186 222 301 312 314 341 343 348 372 375 386 403 414 418 424 428 440 450 452 471 478 481 491 500 506 509 510 511 512 513</p> <p>(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</p> <p>2. Cancel this MSG 031830 UTC Aug 18.</p>																						
515.	<p>India East Coast. Charts 31 355 356 357 INT 71. Rig list:</p> <table> <tr><td>ABAN ABRAHAM</td><td>16-11.03N 082-13.01E</td></tr> <tr><td>ABAN II</td><td>16-17.90N 081-52.56E</td></tr> <tr><td>DSR DDKG1</td><td>16-11.96N 082-35.00E</td></tr> <tr><td>ESSAR WILDCAT</td><td>15-19.58N 080-33.30E</td></tr> <tr><td>JACK BATES</td><td>16-25.70N 082-23.43E</td></tr> <tr><td>SSV LOUISIANA</td><td>16-18.70N 082-21.57E new</td></tr> <tr><td>OLINDA STAR</td><td>16-23.08N 082-21.60E</td></tr> <tr><td>PLATINUM EXPLORER</td><td>16-18.70N 082-17.80E</td></tr> <tr><td>SAGAR RATNA</td><td>15-21.91N 080-31.91E</td></tr> <tr><td>SAGAR VIJAY</td><td>16-28.32N 082-22.34E</td></tr> <tr><td>WEST TELESTO</td><td>15-27.38N 080-31.70E</td></tr> </table> <p>2. Wide berth requested. 3. Cancel NAVAREA VIII MSG 510.</p>	ABAN ABRAHAM	16-11.03N 082-13.01E	ABAN II	16-17.90N 081-52.56E	DSR DDKG1	16-11.96N 082-35.00E	ESSAR WILDCAT	15-19.58N 080-33.30E	JACK BATES	16-25.70N 082-23.43E	SSV LOUISIANA	16-18.70N 082-21.57E new	OLINDA STAR	16-23.08N 082-21.60E	PLATINUM EXPLORER	16-18.70N 082-17.80E	SAGAR RATNA	15-21.91N 080-31.91E	SAGAR VIJAY	16-28.32N 082-22.34E	WEST TELESTO	15-27.38N 080-31.70E
ABAN ABRAHAM	16-11.03N 082-13.01E																						
ABAN II	16-17.90N 081-52.56E																						
DSR DDKG1	16-11.96N 082-35.00E																						
ESSAR WILDCAT	15-19.58N 080-33.30E																						
JACK BATES	16-25.70N 082-23.43E																						
SSV LOUISIANA	16-18.70N 082-21.57E new																						
OLINDA STAR	16-23.08N 082-21.60E																						
PLATINUM EXPLORER	16-18.70N 082-17.80E																						
SAGAR RATNA	15-21.91N 080-31.91E																						
SAGAR VIJAY	16-28.32N 082-22.34E																						
WEST TELESTO	15-27.38N 080-31.70E																						
516.	Cancel NAVAREA VIII MSG 876/17, 168/18, 424 and this MSG.																						
517.	<p>India West Coast – Kochi. Charts 22 220 260 2029 INT 71. Firing by navy scheduled on:</p> <table> <thead> <tr><th>DATE</th><th>TIME (UTC)</th></tr> </thead> <tbody> <tr><td>03 AUG 18</td><td>0900-1200 AND 1230-1430</td></tr> <tr><td>07 AUG</td><td>0900-1200</td></tr> <tr><td>10 AUG</td><td>0900-1200 AND 1230-1430</td></tr> <tr><td>14 AUG</td><td>0900-1200</td></tr> </tbody> </table> <p>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 141300 UTC Aug 18.</p>	DATE	TIME (UTC)	03 AUG 18	0900-1200 AND 1230-1430	07 AUG	0900-1200	10 AUG	0900-1200 AND 1230-1430	14 AUG	0900-1200												
DATE	TIME (UTC)																						
03 AUG 18	0900-1200 AND 1230-1430																						
07 AUG	0900-1200																						
10 AUG	0900-1200 AND 1230-1430																						
14 AUG	0900-1200																						

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

BAY OF BANGAL PILOT (INP-2)

Chapter - 2 (Page 122)

(Source: ROS - J (D)-234, INS Nirupak)

Insert new article 2.121 after article 2.121b para 6

GAUTAMI GODAVARI RIVAR

General information

2.121c

1 Gautami Godavari Rivar is the north mouth of Godavari River, which enters the sea on the east of Yanam, and is situated 11 Nm south of Kakinada. The area can be accessed by road and is 45 Km from Kakinada.

2 The coast is continuously low and wooded mostly with mangroves extending 3 nm into marshy lands. The stretch of the coast may safely be approached to depth of 5m. The inner portion of the river is well protected from sea by sand bank extending from main land.

Chapter - 3 (Page 146)

(Source: Paradip Port Trust)

Article 3.31, Para 10

Delete berth details in second table and replace by

	(Multi-purpose Berth)				
(xv)	Berth No. 15 (Fertilizer Berth - 02)	230	33	14.50	
(xvi)	Berth No. 16 (Fertilizer Berth - 01)	230	33	14.50	
(xvii)	Berth No. 17 (PICT)	Under Construction			
(xviii)	Berth No. 18 (South Oil Jetty)	260	45	14.50	Minimum Permissible LOA=148 m
(xix)	SPM Terminal-1	370	60	21.00	Max.DWT
(xx)	SPM Terminal-2	370	65	23.00	3,20,000MT
(xxi)	SPM Terminal-3	370	65	23.00	Min.DWT 80,000MT

SI No	Name of Berth	Admissible LOA, Beam & Draught (in.... Mtrs)			Remarks
		LOA	Beam	Draft	
(i)	Berth No 1 (North Oil Jetty)	260	45	14.00	Minimum Permissible LOA=148 m
(ii)	Berth No2(New Iron Ore Berth)	Under Construction			
(iii)	Berth NO 3 (New Coal Import Berth)	Under Construction			
(iv)	Berth No 4 (Iron Ore Berth)	260	43	13.0	
(v)	Berth No. 5 (Coal Berth -01)	260	38	14.50	
(vi)	Berth No. 6 (Coal Berth -02)	260	33	14.50	
(vii)	Berth No. 7 (East Quay-3)	230	33	12.50	
(viii)	Berth No. 8 (East Quay-2)	260	38	11.50	
(ix)	Berth No. 9 (East Quay-1)	260	38	11.00	
(x)	Berth No. 10 (South Quay)	230	43	12.50	
(xi)	Berth No. 11 (Central Quay - 01)	260	43	14.50	
(xii)	Berth No. 12 (Central Quay -02)	230	33	14.50	
(xiii)	Berth No. 13 (Central Quay -03)	260	43	14.50	
(xiv)	Berth No. 14	230	33	14.50	

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D6879	ILE PICARD (WEST ISLAND) - Ile Picard	09 24.09 S 046 12.35E	FI W 2s	17	12	white beacon, red stripes	*
D7293.1	GOLFE DE TADJOURA. GHOUBBET KHARAB - Petite Passe. S. Abou Maya. BLRG ----- -----	11 33.23N 042 40.92E	Q R Racon AIS	8	6	□ on red metal tripod 6	ILRSVol 2 Station 74268 MMSI no. 996211001 *
D7293.2	- Petite Passe. N. BLVG -----	11 33.34N 042 40.86E ..	Q G AIS	8 ..	6 ..	Δ on greenmetal tripod 6 ..	MMSI no. 996211000 *
D7293.3	- Ghoubbet.Ldg Lts 270°. Front -----	11 31.60N 042 31.34E ..	Q W AIS	..	5 ..	Δ on red and white striped post ..	MMSI no. 996211002 *
D7293.35	- Ghoubbet.Ldg Lts 270°. Rear	11 31.60N 042 31.22E	Q W	⊘ red and white striped post	*
F1222.55	Bampoka Island	08 13.45N 93 14.75E	FI(2)W 20s	43	16	Red Metal Framework tower , white bands 12	<i>fl 1 ec 2, fl 1, ec16</i> TE 2018 *
F1532	- Pinang (Penang) Bridge. Great Kra Flat. Ldg Lts 044°05'. Front *	05 20.22 N 100 21.09 E	FI W 3s	9	8	Δ on beacon	<i>fl 0.8.</i> W034°-064°(30°) *
F1532.1	- Pinang (Penang) Bridge. Great Kra Flat. Ldg Lts 044°05'. Rear. 580m from front *	05 20.44 N 100 21.32 E	Q W	16	8	▽ on beacon	W035°-065°(30°) *
F1592.1	- North Port. Ldg Lts 153°58'. Rear. 145m from front. No 19A *	02 59.67 N 101 21.75 E	FI G 2s	12	11	White Structure	*
F1594	PELABUHANKLANG. SELAT KELANG UTARA - North Port. Pulau Kelang. TgSarang Lang. No 24 *	03 00.01 N 101 20.32 E	FI(2)W 10s	26	9	White □ on metal framework tower 25	*
F1614.5	- Kuala Langat * * *	02 48.08 N 101 24.26 E *	FI G 4s * *	.. * *	5 * *	Beacon * *	*

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 12 dated 16 Jun 2018)

PAGE 20, IRAN

BANDAR-E SHAHID RAJA'I MRCC

delete entry and replace by

BANDAR-E SHAHID RAJA'I MRCC		27°20'.00N 56°20.00E	
MMSI 004225300			
Telephone +98 763 3514032 +98 763 3514033 +98 763 3514034 +98 763 3514035		FAX +98 7633514036	
Call: EQI		Email : radio @bpa.ir bandarabbas-mrcc@bpa.ir	
Notes (S): Associated Coast Radio Station : Bandar -EShahid Raja'i			

(Source: BA 30/18)

(15/18)

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. 14 dated 16 July 2018)

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.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.

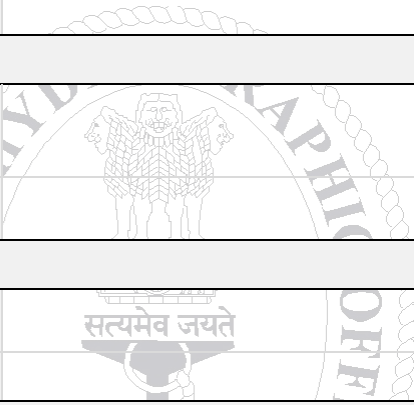

Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further,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

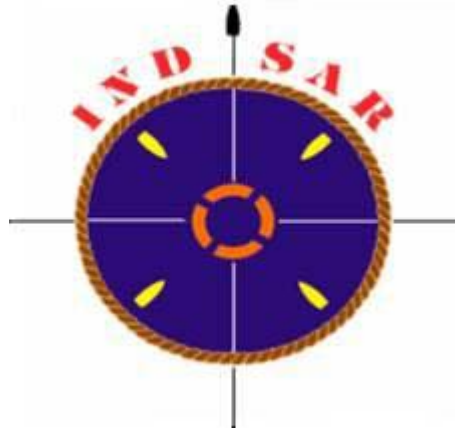


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date		Ref. Number			
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date		Time (UTC/IST)			
Object of Changes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



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC