

# INDIAN NOTICES TO MARINERS

EDITION NO. 12 DATED 16 JUN 2016

(CONTAINS NOTICES 122 TO 128)



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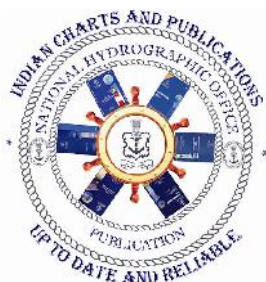
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## CONTENTS

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

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

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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 overloading 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 is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2017	15-05-2016	NAVLAKHI AND APPROACHES <u>LIMITS</u> 22° 50'.30N; 70° 13'.60E. 22° 59'.00N; 70° 28'.00E.	25,000	2	Rs. 1870.00
3017	31-05-2016	APPROACHES TO DHAMRA RIVER <u>LIMITS</u> 20° 39'.00N; 86° 44'.50E. 20° 56'.25N; 87° 14'.00E.	50,000	5	Rs. 1870.00
4013	15-05-2016	APPROACHES TO LACAM HARBOUR <u>LIMITS</u> 11° 58'.00N; 92° 54'.60E. 12° 04'.00N; 93° 03'.40E	25,000	6	Rs. 1870.00
		FUSILIER CHANNEL(NANCOWRY STRAIT) <u>LIMITS</u> 11° 50'.00N; 92° 58'.40E. 11° 54'.00N; 93° 07'.20E	25,000		
		LACAM HARBOUR <u>LIMITS</u> 12° 01'.95N; 92° 57'.55E. 12° 03'.50N; 93° 00'.10E.	12,500		
		NEILL ISLAND PIER <u>LIMITS</u> 11° 50'.00N; 93° 01'.40E. 11° 51'.15N; 93° 02'.85E	10,000		
4046	15-05-2016	RANGAT BAY <u>LIMITS</u> 12° 27'.50N; 92° 55'.80E. 12° 30'.00N; 92° 59'.35E.	10,000	6	Rs. 1870.00

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>
2017	31-05-2008	NAVLAKHI AND APPROACHES	2017	15-05-2016
3017	31-01-2001	APPROACHES TO DHAMRA RIVER	3017	31-05-2016
		DHAMRA FISHING HARBOUR		
4013	30-06-2003	APPROACHES TO LACAM HARBOUR	4013	15-05-2016
		FUSILIER CHANNEL (NANCOWRY STRAIT)		
		LACAM HARBOUR		
		NEILL ISLAND PIER		



## VI

3. The new Indian Electronic Navigational Charts 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>
<b>IN42525M</b>	<b>2525</b>	<b>APPROACHES TO MANDA BAY</b>	<b>09-06-2016</b>
<b>IN62002R</b>	<b>2002</b>	<b>PORTS OF NEW MANGALORE AND MANGALORE</b>	<b>13-16-2016</b>

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

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

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>3028 (INT 7404)</b>	<b>PORT OF KAMARAJAR</b>	<b>25,000</b>	<b>New Edition</b>
<b>3010 (INT 7418)</b>	<b>PARADIP PORT</b>	<b>12,500</b>	<b>New Edition</b>
	<b>PARADIP ANCHORAGE</b>	<b>25,000</b>	
<b>2029 (INT 7348)</b>	<b>APPROACHES TO KOCHI</b>	<b>60,000</b>	<b>New Chart</b>
<b>2058</b>	<b>KANNUR (CANNANORE) AND TELlicherry ANCHORAGE</b>	<b>30,000</b>	<b>New Chart</b>
<b>2008</b>	<b>APPROACHES TO KARWAR</b>	<b>25,000</b>	<b>New Edition</b>

### Availability of ENC's

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

<b>United Kingdom Hydrographic Office</b> Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Web site: www.hydro.gov.uk	<b>M/s Jeppesen Norway AS</b> Hovalandsveien 52 PO Box 212, N-4379, Egersund, Norway Ph: +47 51 464700 Mob: +91 93222 38542 Fax: +47 51 464701 Email: enc@jeppesen.com, info@c-map.co.no Website: www.jeppesen.com
<b>M/s Primar</b> 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	<b>M/s IIC Technologies Limited</b> B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad- 500 034 Tel: +91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com

**SECTION – I**

The list of charts affected by the Notices 122 to 128 contained in this edition is as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
21	2	127 (T)
22 (INT 752)	3	127 (T)
23	1	127 (T)
31	5	126, 128 (T)
32 (INT 754)	5	128 (T)
33	5	128 (T)
41 (INT 757)	6	128 (T)
207	2	124
208	2	123
214	3	127 (T)
253 (INT 7328)	2	124
254 (INT 7331)	2	123
257 (INT 7343)	3	127 (T)
268 (INT 7353)	4	127 (T)
273	4	127 (T)
292 (INT 7021)	2	127 (T)
293 (INT 7022)	3	127 (T)
356 (INT 7400)	5	128 (T)
357 (INT 7397)	5	128 (T)
360	7	126
391	5	128 (T)
404 (INT 7031)	6	128 (T)
405	6	128 (T)
472 (INT 7032)	6	128 (T)
2020	3	127 (T)
2022 (INT 7345)	3	127 (T)
2047	4	127 (T)
2081	2	122
2082	2	123
2100 (INT 7344)	2	124
4001	6	125
7703 (INT 703)	1	127 (T)
7705 (INT 705)	1	127 (T)
7706 (INT 706)	1	128 (T)

## **SECTION – II**

### **PERMANENT NOTICES**

**\*122 (12/16) INDIA – WEST COAST – Approaches to Ports from Diu to Pipavav – Transit mark. Tower.**

Source: APM Terminals, Pipavav.

**Chart 2081** [previous update 197/14]

Insert	accompanying block showing amendments to Transit Mark centered on:	20° 54′.45N., 71° 30′.95E.
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**\*123 (12/16) INDIA – WEST COAST – Gulf of Khambhat – Approaches to Dahej – Foul.**

Source: VTS Khambhat.

**Chart 254 (INT 7331)** [previous update 104 /16]

Insert	#		21° 42′.49N., 72° 25′.81E.
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**Chart 208** [previous update 104/16]

Insert	#		21° 42′.49N., 72° 25′.81E..
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**Chart 2082** [previous update 083/16]

Insert	#		21° 42′.52N., 72° 25′.80E.
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**\*124 (12/16) INDIA – WEST COAST – Gulf of Khambhat – Approaches to Port Pipavav – Transit mark. Tower.**

Source: APM Terminals, Pipavav.

**Chart 253 (INT 7328)** [previous update 111/16]

Insert	★	Oc.6s50m10M	20° 55′.20N., 71° 30′.36E.
--------	---	-------------	----------------------------

Delete	★	Oc.6s45m10M	20° 55′.26N., 71° 30′.29E.
--------	---	-------------	----------------------------

**Chart 207** [previous update 094/16]

Insert	★	Oc.6s50m10M	20° 55′.20N., 71° 30′.36E.
--------	---	-------------	----------------------------

	★	Fl(2)6s40m10M	20° 55′.03N., 71° 30′.31E.
--	---	---------------	----------------------------





Delete	★	Oc.6s45m10M	20° 55′.26N., 71° 30′.29E.
--------	---	-------------	----------------------------

	★	Fl.3s35m10M	20° 55′.15N., 71° 30′.27E.
--	---	-------------	----------------------------







**\*124 (12/16) INDIA – WEST COAST – Gulf of Khambhat – Approaches to Port Pipavav – Transit mark. Tower. Continued.**

**Chart 2100 (INT 7344)** [previous update 196/15]

Insert		Oc.6s50m10M	(a)	20° 55′.20N., 71° 30′.36E.
		Fl(2)6s40m10M		20° 55′.03N., 71° 30′.31E.
	pecked line, joining:		(a)	above
	firm lime, joining:		(b)	20° 54′.53N., 71° 30′.19E.
	legend, “013.2° - 193.2°”, centered on:		(b)	above
				20° 53′.65N., 71° 29′.97E.
				20° 54′.22N., 71° 30′.05E.
Delete		Oc.6s45m10M	(c)	20° 55′.26N., 71° 30′.29E.
		Fl.3s35m10M		20° 55′.15N., 71° 30′.27E.
	pecked line, joining:		(c)	above
	firm lime, joining:		(d)	20° 54′.53N., 71° 30′.15E.
	legend, “010.6° - 190.6°”, centered on:		(d)	above
				20° 53′.61N., 71° 29′.96E.
				20° 53′.73N., 71° 29′.95E.

**Chart 2100 (INT 7344) (PLAN)** [previous update 196/15]

Insert		Oc.6s50m10M	(a)	20° 55′.201N., 71° 30′.356E.
		Fl(2)6s40m10M		20° 55′.033N., 71° 30′.314E.
	pecked line, joining:		(a)	above
	firm lime, joining:		(b)	20° 54′.533N., 71° 30′.189E.
	legend, “Transit Trs 013.2° - 193.2°”, centered on:		(b)	above
				20° 53′.648N., 71° 29′.967E.
				20° 54′.391N., 71° 30′.132E.
Delete		Oc.6s45m10M	(c)	20° 55′.262N., 71° 30′.290E.
		Fl.3s35m10M		20° 55′.149N., 71° 30′.270E.
	pecked line, joining:		(c)	above
	firm lime, joining:		(d)	20° 54′.530N., 71° 30′.150E.
	legend, “Transit Trs 010.6° - 190.6°”, centered on:		(d)	above
				20° 53′.611N., 71° 29′.961E.
				20° 53′.920N., 71° 30′.010E.

**\*125 (12/16) Miscellaneous updates to charts.**

Source: NHO Dehradun.		
<b>Refer Indian Notices to Mariners Annual Edition 2016 dated 01 Jan 2016 Section I</b>		
<b>Chart</b>	<b>Page No</b>	
<b>4181</b>	23	For Year of publication – 2015 Read – 2014
<b>4182</b>	23	For Year of publication – 2015 Read – 2014
<b>4183</b>	23	For Year of publication – 2015 Read – 2014
<b>Chart</b>	<b>Previous Updates</b>	<b>Details</b>
<b>4001</b>	130/14	Insert Chart No.4046 and Magenta limit as follows: 12° 30′.00N., 92° 55′.80E. (N Border) 12° 27′.50N., 92° 55′.80E. 12° 27′.50N., 92° 59′.35E. 12° 30′.00N., 92° 59′.35E. (N Border)

**126 (12/16) INDIAN EAST COAST – Bay of Bengal – Bangladesh - Pussur River to Elephant Point – Buoy, Port Limit.**

Source: BA Notice – 2127/16.

**Chart 31** [previous update 096/16]

Insert

*Payra Fairway*

21° 18′.00N., 90° 04′.00E.

**Chart 360** [previous update 197/15]

Insert

Port Limit, pecked line, joining:

legend, “Payra Port Limit”, centered on:

*No. 1**No. 2**Payra Fairway*

21° 50′.15N., 90° 20′.40E. (Shore)

21° 09′.85N., 90° 30′.17E.

21° 17′.45N., 90° 00′.17E.

21° 47′.95N., 90° 12′.07E. (Shore)

21° 13′.85N., 90° 15′.25E.

21° 42′.75N., 90° 10′.25E.

21° 38′.75N., 90° 22′.55E

21° 23′.55N., 90° 06′.77E.

21° 23′.55N., 90° 07′.37E.

21° 20′.95N., 90° 05′.97E.

21° 20′.95N., 90° 05′.47E

21° 17′.95N., 90° 04′.17E.

## SECTION – III

### TEMPORARY AND PRELIMINARY NOTICES

**\*127 (T) (12/16) INDIA – WEST COAST – Arabian Sea – Data Buoys. Tsunami Buoy.**

Source: NIOT - Chennai.

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

Buoy No.	Position	Charts affected
*AD02/ MB	14° 51' 88N., 68° 54' 87E.	7705 (INT 705)
*AD04/ MB	08° 29' 15N., 73° 05' 75E.	22 (INT 752), 23, 273
*AD06/OB	18° 30' 88N., 67° 28' 28E.	21, 292 (INT 7021)
*AD07/OB	15° 02' 51N., 68° 53' 31E.	7705 (INT 705)
*AD08/ OB	11° 54' 58N., 68° 38' 15E.	7703 (INT 703), 7705 (INT 705)
*AD09/ OB	08° 15' 20N., 73° 21' 00E.	22 (INT 752), 23, 273
*AD10/ OB	10° 19' 06N., 72° 35' 31E.	22 (INT 752), 273, 268 (INT 7353)
*CB02/ CB	10° 52' 43N., 72° 12' 53E.	22 (INT 752), 268 (INT 7353), 273, 2047
*CB04/ CB	15° 24' 23N., 73° 46' 13E.	22 (INT 752), 293 (INT 7022), 257 (INT 7343), 214, 2022 (INT 7345), 2020
*CALVAL/ MB	10° 36' 30N., 72° 13' 78E.	22 (INT 752), 273, 268 (INT 7353)
*TB12/ TB	20° 20' 33N., 67° 32' 83E	21, 292 (INT 7021)
STB02/ TB	20° 48' 00N., 65° 25' 00E	21

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.  
 3. All positions are in WGS 84 datum.  
 4. \* Indicates new/revised entry.

**Former INM 091(T)/16 is cancelled.**

**\*128 (T)/(12/16) INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys. Tsunami Buoys.**

Source: NIOT - Chennai.

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

Buoy No.	Position	Chart Affected
*BD08/ OB	18° 09' 95N., 89° 39' 11E	31
*BD09/ OB	17° 53' 88N., 89° 40' 50E	31
*BD10/ OB	16° 30' 01N., 87° 58' 08E	31
*BD11/ OB	13° 29' 11N., 84° 00' 06E	32 (INT 754), 33, 391
*BD12/ OB	10° 29' 91N., 94° 01' 83E	33, 41 (INT 757), 472 (INT 7032)
*BD13/ OB	14° 00' 56N., 86° 58' 88E	31, 33
*BD14/ OB	06° 35' 01N., 88° 14' 93E	33
*CB 01/ CB	11° 35' 33N., 92° 35' 75E	33, 41 (INT 757), 404 (INT 7031), 405
*CB 06/ CB	13° 06' 35N., 80° 19' 06E	32 (INT 754), 33, 356 (INT 7400), 357 (INT 7397)
*TB03/ TB	06° 18' 75N., 88° 36' 05E	33
*TB05/ TB	10° 59' 68N., 89° 36' 36E	33
*TB06/ TB	14° 44' 40N., 89° 34' 61E	31
*TB09/ TB	17° 18' 83N., 89° 47' 03E	31
STB01/ TB	06° 15' 00N., 88° 48' 00E	33
*STB03/ TB	03° 48' 60N., 91° 42' 00E	7706 (INT 706)
*STB04/ TB	10° 00' 00N., 88° 30' 00E	33
*STB05/ TB	13° 30' 00N., 89° 00' 00E	33

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.  
 3. All positions are in WGS 84 datum.  
 4. \* Indicates new/ revised entry.

**Former INM 143(T)/15 is cancelled.**

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

### **1. NAVTEX TRANSMISSION**

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

Mumbai - Temporarily Out of Operation

Chennai - Temporarily Out of Operation

Mauritius (Cassis) - Operational

Seychelles (Mahe) - Operational

Following new Navtex stations along the Indian coast are operating on trial basis:-

<b>INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz</b>								
<b>Sl.</b>	<b>Station Name</b>	<b>B1</b>	<b>Broad Cast Timings in UTC</b>					
(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)	Balasore	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](mailto:indsar@vsnl.net), or [icgmrcc\\_mumbai@mtnl.net](mailto:icgmrcc_mumbai@mtnl.net). Any suspicious activity of skiffs / boats to be photographed if possible. Merchant vessels with armed guards on board are to report presence of guards to Indian Navy/Coast Guard while transiting Indian EEZ.

(Source - NAVAREA VIII Warning 100/12)

### **3. DISPLAY ANOMALIES IN ECDIS**

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

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

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

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

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

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

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

(b) Recommended routes have been established along the coast of Gujarat. These are to assist mariners to navigate safely in order to represent the best routes for crossing traffic and to minimize head-on encounters in vicinity of Oilfield Development Areas and regulate coastal traffic. Mariners are advised to keep 1 to 2 miles starboard of the shown routes consistent with Rules of the Road.

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

#### 5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

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

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

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

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

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

#### 7. **CAUTIONARY NOTE**

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



### List of Indian Chart Agents

<b>M/s OSA Books and Periodicals</b> R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	<b>M/s Sterling Book House</b> 181, Dr. DN Road, Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
<b>M/s Global Charts &amp; Nav. Aids Pvt. Limited</b> 1A, Goa Mansion, Ground Floor, 58, Dr. Sunderlal Bahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg	<b>EW Liner Charts &amp; Publication (India)</b> 2/524, Sundeep Road, Chinna Neelangarai, Chennai 600041 Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: maritimeindia@airtelmail.in
<b>M/s C &amp; C Marine Combine</b> 25 Bank Street, 1 <sup>st</sup> Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@vsnl.com, sales@ccmarine.in	<b>Gujarat Pipavav Port Limited</b> PO – Ucchaiya, Dist – Amereli, Gujarat – 365 560 Tele: +91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)
<b>M/s SVR Chart Agencies</b> Door No.50-81-35/6, Santhipuram, Seetammampeta, Visakhapatnam – 530 016 Tele Fax: 0891-2799471, Cell: +91 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	<b>M/s Jeppesen India Pvt. Ltd</b> 505, Raheja Arcade, Sector 11 CBD, Belapur, Navi Mumbai – 400 614 Tel: +91 22 6510 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: RajShekhar.Chakravorty@jeppesen.com, info@jeppesen.com Website: www.jeppesen.com
<b>M/s JM Maritime Services</b> 24/24C Kavarana Building, Ground Floor, Wadi Bunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in, charts@mtnl.net.in	<b>M/s Global Marine Infratech Pvt. Ltd.</b> Siksha Sandan, Ground Floor, ND-7, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +919937064299 Email: ashishkantha@gmiindia.in Web: www.gmiindia.in
<b>Lift o Marine</b> Paper / Digital Charts Allen's Mansion, Flat C6 Nungi Station Road Kolkata – 700 140, IN Tel: +91 9836972027 / 8902228463 Fax: 033 24924283 Email: sankar@liftmarine.org Web: www.liftmarine.org	<b>M/s L. R. Marine Services</b> 301, 3rd Floor, Birya House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-6635 9148 Cell No: +91 8108926880/ +91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com
<b>M/s Engineering Logistics Executive Multi Services</b> Eloms Charts, Door No: 61-4-45-A/4, Prakash Nagar Malkapuram Visakhapatnam – 530 011 Mob: +91 9133871827 Email: sales@elomscharts.in Web: www.elomscharts.in	<b>M/s IIC Technologies Limited</b> B-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034 Tel: +91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com
<b>M/s Aatash Computer &amp; Communications Pvt. Ltd.</b> 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 015 Mob: +91 7926923982 Email: jyoti@aatash.com, zubin@aatash.com	<b>M/s Zenith Surveys (I) Pvt. Ltd.</b> Lakhani's Plam 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><b>M/s VDO Marine Insrtuments</b> Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow &amp; Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: atmain@md4.vsnl.net.in</p>	
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## **SECTION – V**

### **NAVAREA – VIII WARNINGS IN FORCE**

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

2. NAVAREA VIII Warnings in force as on 15 Jun 16:

**2015 SERIES** – 287 334 386 445 486 498 633 646 735

**2016 SERIES** – 031 064 356 365 368 369 371 376 378 379 380 381 382 385 387 388 389 392 393  
394 396 398 399 400 401 403

3. NAVAREA VIII Warnings issued during the period from 01 Jun to 15 Jun 16 (both dates inclusive) are as tabulated below:–

**380. India East Coast.** Charts 262 INT 706. Rig list correct at 031001 UTC Jun16.

ABAN II	16-23.24N 082-01.39E
MPW RIG 805	16-40.12N 082-25.68E
SAGAR RATNA	15-21.91N 080-31.92E
SAGAR BHUSAN	16-31.49N 082-23.61E
GSF – 140	08-56.75N 079-04.14E NEW

2. Wide berth requested.

3. Cancel NAVAREA VIII 190.

**381. Arabian And Lakshadweep Sea.** Charts 22 INT 71. CS Dependable will lay cable from 06 Jun to 19 Jun 16 along route 15-37.2N 070-54.1E, 15-19.9N 070-48.3E, 15-12.2N 070-47.5E, 14-09.0N 070-28.7E, 13-12.6N 070-04.8E, 13-08.9N 069-59.9E, 13-03.8N 069-56.8E, 11-22.4N 069-13.5E, 10-32.5N 068-47.9E, 10-25.3N 068-45.8E, 10-12.6N 068-37.8E, 09-50.1N 068-30.7E, 09-25.6N 069-51.2E, 09-15.7N 070-06.7E, 09-07.3N 070-41.6E, 08-57.9N 071-00.5E, 07-56.8N 072-29.0E, 07-45.5N 072-59.2E, 07-30.4N 073-43.3E, 06-32.8N 075-46.3E, 05-11.4N 078-23.6E, 04-58.0N 079-00.1E, 04-52.2N 080-48.3E.

2. Wide berth requested.

3. Cancel this MSG 191829 UTC Jun 16.

**382. North Andaman Sea.** Charts 41 INT 706. SV PGS Apollo will progress seismic survey from 04 Jun to 20 Jun 16 in area bounded by 13-47N 096-32E, 13-47N 096-58E, 13-11N 096-58E, 13-11N 096-32E.

2. Wide berth requested.

3. Cancel this MSG 201829 UTC Jun 16.

**383. India East Coast - National AIS** will be off from 0830-1230 UTC

<b><u>DATE</u></b>	<b><u>STATION</u></b>
06 JUN 16	CHENNAI
07 JUN	PULICAT
07 JUN	MAHABALIPURAM
09 JUN	CAPE COMORIN
09 JUN	PONDICHERRY
10 JUN	MANAPAD
10 JUN	PORTO NOVO
11 JUN	PANDIYAN TIVU
11 JUN	NAGAPATINAM
14 JUN	PAMBAN ISLAND
14 JUN	KODIKKARAI
15 JUN	KILAKKARAI
15 JUN	AMMAPATNAM

2. Cancel this MSG 151330 UTC Jun 16.

**384. NAVAREA VIII Warnings in Force as on 03 Jun 16.**

**2015 Series** – 287 334 386 445 486 498 633 646 735

**2016 Series** – 031 064 295 324 341 356 365 368 369 370 371 373 375 376 378 379 380 381 382 383

(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.nic.in](http://www.hydrobharat.nic.in).

(c) Cancel this MSG 101005 UTC Jun 16.

**385. India West Coast – Gulf of Khambhat.** Charts 208 INT 705. MT ECE NUR K reported loss of anchor with cable in position 21-42.52N 072 -25.80E.

**386. North Bay of Bengal.** Charts 31 INT 706. CS Rene Descartes progressing cable burial ops using Rov in area bounded by 20-06.8N 089-57.9E, 20-07.0N 089-57.8E, 20-07.4N 089-58.0E, 20-11.0N 089-57.5E.

<b>386.</b>	<b>Continued.</b>
2.	Wide berth requested.
<b>387.</b>	<b>India West Coast.</b> Charts 292 INT 71. Rig list correct at 071002 UTC Jun 16.
	ABAN ICE 19-12.78N 070-45.13E IN SAFETY FAIRWAY
	ACTINIA 18-37.77N 071-27.17E
	ABAN III 18-55.53N 072-18.18E
	ABAN IV 18-29.15N 072-15.11E
	CE THORNTON 18-42.32N 072-20.29E
	DISCOVERY-1 20-18.78N 072-02.12E
	DYNAMIC VISION 19-11.03N 072-11.12E
	DEEP SEA FORTUNE 19-34.59N 071-23.43E
	DEEP SEA FOSSIL 19-20.38N 071-25.41E
	FG MCCLINTOCK 19-37.33N 071-19.97E
	GREAT DRILL CHAARU 20-05.63N 071-48.56E IN SAFETY FAIRWAY
	GREAT DRILL CHAAYA 18-39.26N 070-58.87E
	GREAT DRILL CHETNA 18-49.13N 071-16.33E
	GREAT DRILL CHITRA 18-48.14N 070-52.15E
	HARVEY H WARD 18-34.57N 072-16.74E
	JINDAL STAR 19-13.21N 072-10.52E
	JT ANGEL 22-25.98N 068-33.14E
	MERCURY FOCUS 21-15.78N 072-34.01E NEW
	NOBLE ED HOLT 20-11.31N 071-52.15E
	PARAGON L-786 19-29.73N 071-22.89E
	PARAGON M 1161 19-18.33N 071-27.31E
	PARAMESWARA 20-01.85N 071-37.94E
	RON TAPMEYAR 19-24.01N 071-15.33E
	ROWAN LOUISIANA 19-34.41N 071-41.04E
	SAGAR GAURAV 19-11.12N 071-33.22E
	SAGAR SHAKTI 19-37.86N 071-32.28E
	SAGAR JYOTI 19-11.05N 072-08.03E
	SAGAR KIRAN 19-19.64N 071-16.56E
	SAGAR LAXMI 20-58.00N 071-33.00E
	SAGAR PRAGATI 20-58.00N 071-33.00E
	SAGAR UDAY 19-21.00N 071-10.46E
	TRIDENT II 18-29.25N 072-14.43E
	TRIDENT XII 19-31.69N 071-16.51E
	VICTORY DRILLER 18-31.95N 072-15.23E
	VIRTUE-I 20-19.05N 072-00.52E
	VALIANT DRILLER 19-34.43N 071-23.09E
2.	Wide berth requested.
3.	Cancel NAVAREA VIII MSG 370.
<b>388.</b>	<b>Andaman Sea – Off Little Nicobar.</b> Charts 472 INT 71. RV Samudra Ratnakar progressing survey till 27 Jun 16 in area bounded by 07-17.1N 094-15.9E, 07-44.4N 094-15.2E, 07-44.4N 093-53.2E, 07-29.3N 093-56.1E, 07-21.9N 093-58.2E, 07-13.8N 093-59.6E, 07-13.8N 094-06.5E, 07-14.6N 094-10.9E.
2.	Wide berth requested.
3.	Cancel this MSG 271830 UTC Jun 16.
<b>389.</b>	<b>Lakshadweep Sea – Gulf of Mannar.</b> Charts 262 INT 71. Fishing trawler Sajith Lakmal reported abandoned and capsized in vicinity of 08-42N 079-27E on 061400 Jun 16.
<b>390.</b>	<b>Indian Ocean – South Of Reunion I.</b> Chart Int 70. 20 m long green craft reported adrift 23-39.4S 056-52.9E on 060615 UTC Jun 16.
2.	Cancel this MSG 091200 UTC Jun 16.
<b>391.</b>	<b>East Lakshadweep Sea.</b> Charts 32 INT 71. Sri Lankan fishing vessel Jayawe-10 reported adrift 06-18N 078-23E at 071430 UTC Jun 16.
2.	Cancel this MSG 101430 UTC Jun 16.
<b>392.</b>	<b>Andaman Sea – Hut Bay.</b> Charts 4010 INT 71. Drowning of lady reported at 090815 UTC Jun 16 in vicinity of 10-39.2N 092-34.4E.
2.	Vessels transiting to keep sharp lookout.
<b>393.</b>	<b>India East Coast – Off Dhamra Port.</b> Charts 351 3017 INT 71. Experimental flight trial scheduled from ITR on 16 and 17 Jun 16 from 0600-1000 UTC in danger zone bounded by 21-18.96N 086-50.52E, 20-30.84N 087-20.16E, 20-39.48N 087-40.74E, 21-36.18N 087-09.96E.
2.	Cancel this MSG 171100 UTC Jun 16.
<b>394.</b>	<b>Bay of Bengal – Indian Ocean.</b> Charts 33 INT 70 71 706. PSLV launch scheduled from 20-22 Jun 16 between 0330 - 0730 UTC from 13-43.2N 080-13.8E.

<b>394.</b>	<b>Continued.</b>
2.	Danger zone as follows <b>Zone -1:</b> circle of 10 NM around launcher. <b>Zone-2:</b> 13-10N 080-25E, 13-25N 080-40E, 12-45N 081-15E, 12-30N 081-00E. <b>Zone-3:</b> 11-45N 081-25E, 12-05N 081-50E, 10-45N 082-55E, 10-25N 082-30E. <b>Zone-4:</b> 10-10N 082-35E, 10-35N 083-00E, 09-55N 083-30E, 09-30N 083-05E. <b>Zone-5:</b> 08-25N 083-20E, 08-25N 083-50E, 07-35N 083-50E, 07-35N 083-20E. <b>Zone-6:</b> 02-20S 081-30E, 02-35S 082-40E, 07-55S 081-40E, 07-40S 080-30E. <b>Zone-7:</b> 30-00S 075-15E, 30-30S 077-35E, 42-30S 074-10E, 42-00S 071-50E.
<b>395.</b>	<b>India West Coast - Off Trivandrum.</b> Charts 22 222 INT 71. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled from 0530-0730 UTC on 15 Jun 16.
2.	Danger zone (a) Sector of radius 05 NM from Thumba between azimuth 190 and 300. (b) Sector of radii 45 and 75 Nm from Thumba between azimuth 220 and 260.
3.	Cancel this MSG 150830 UTC Jun 16.
<b>396.</b>	<b>India East Coast – Off Ravva Oda.</b> Charts 355 INT 706. RV Chandra Jupiter progressing ocean studies till 10 Jul 16 at 16-17.7N 082-22.8E, 16-02.6E, 082-17.2E, 16-25.1N 082-23.7E, 16-18.7N 082-17.1E, 16-12.0N 082-20.1E, 16-21.1N 082-18.7E, 16-21.9N 082-19.2E.
2.	Wide berth requested.
3.	Cancel this MSG 101830 UTC Jul 16.
<b>397.</b>	<b>India East Coast – Pulicat Lt.</b> Charts 313 INT 71. DGPS (13-25N 080-20E) inoperative on 13 Jun 16 from 0030-1030 UTC.
2.	Cancel this MSG 131130 UTC Jun 16.
<b>398.</b>	<b><u>NAVAREA VIII Warnings in Force as on 10 Jun 16.</u></b> <b><u>2015 series</u></b> – 287 334 386 445 486 498 633 646 735 <b><u>2016 series</u></b> – 031 064 356 365 368 369 371 373 376 378 379 380 381 382 383 385 386 387 388 389 392 393 394 395 396 397 (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 <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a> . (c) Cancel this MSG 171007 UTC Jun 16.
<b>399.</b>	<b>India West Coast – Off Okha to Navibandar.</b> charts 21 252 INT 71. Firing from Kathiawar range scheduled daily till 16 Jul 16 from 0130-0930 UTC in danger area bounded by 22-12.00N 068-36.33E, 21-15.50N 069-04.00E, 21-09.00N 069-40.00E, 21-15.50N 069-42.50E, 22-05.75N 068-49.00E.
2.	Cancel this MSG 161030 UTC Jul 16.
<b>400.</b>	<b>Andaman Sea – North Brother Island.</b> Charts 406 INT 71. MSV Safina AL Ghelani reported sunk in vicinity of 10-59N 092-41E. Crew rescued.
<b>401.</b>	<b>Bay of Bengal - Off Myanmar.</b> Charts 371 INT 706. CS Rene Descartes progressing cable burial OPS using ROV in area bounded by 16-48.8N 094-21.5E, 16-48.8N 094-20.6E, 16-49.4N 094-20.6E, 16-49.4N 094-21.5E.
2.	Wide berth requested.
<b>402.</b>	<b>Cancel NAVAREA VIII MSG 373 and this MSG.</b>
<b>403.</b>	<b>India West Coast – Okha.</b> Charts 21 203 2068 INT 705. Firing by Naval Coast Battery scheduled on 20 Jun 16 from 0530-0730 UTC.
2.	Danger area extending seaward upto 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E. Safe flying height 13 KM.
3.	Cancel this MSG 200830 UTC Jun 16.

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

**NIL**

## **SECTION – VII**

### **CORRECTIONS TO LIST OF LIGHTS**

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7656.2	- No 44	30 23.89 N 49 00.59 E	Fl (2)R 4s	7	7	Red beacon	
			*	*			
D7656.35	- No 37	30 24.77 N 49 04.55 E	Fl G 9s	7	7	Green beacon	
			*	*			
D7656.4	- No 46	30 25.49N 49 03.30E	Fl(2) R 6s	7	7	Red beacon	
			*	*	*	*	
D7657	- Khowr-E-Mahshahr. No 1	30 25.48N 49 07.16E	Fl(5)G 10s	..	..	Green beacon	
		*	*			*	
D7657.2	- - Zangi	30 25.95N 49 07.37E	Fl R 5s	..	..	Red beacon	
		*				*	
D7657.4	- - No 3	30 26.27N 49 08.47E	Fl(2)G 24s	..	..	Beacon	
		*	*				
D7657.6	- - Abdollah	30 26.45N 49 08.57E	Fl(2)R 24s	..	..	Beacon	
		*	*				
D7657.8	- - No 5	30 26.51N 49 09.67E	Fl G 4s	..	..	Beacon	
		*	*				
D7658	- - No 4	30 26.76N 49 09.84E	Fl R 8s	..	..	Beacon	
		*					
D7658.2	- - Mahshahr	30 26.81N 49 10.16E	Fl G 5s	..	..	Beacon	
		*	*				
D7658.6	- - No 7	30 27.24N 49 10.41 E	Fl G 2s	..	..	Beacon	
		*	*				
D7658.8	-- Beacon D	30 27.41 N 49 10.54 E	Q Y	..	..	Yellow x on yellow beacon	
		*	*			*	
D7659.2	- - Outer bar	30 28.00N 49 11.37E	Fl Y 4s	..	..	Yellow x on yellow beacon	
*	*	*	*	*	*	*	*
D7659.3	- - Beacon C	30 27.56 N 49 10.74 E	Q Y	..	..	Yellow x on yellow beacon	
		*	*			*	
D7659.4	- - Beacon B	30 27.67 N 49 10.92 E	Q Y	..	..	Yellow x on yellow beacon	
		*	*			*	
D7659.5	- - Beacon A	30 27.77 N 49 11.11 E	Q Y	..	..	Yellow x on yellow beacon	
		*	*			*	
D7666	- Fishing Harbour. W Breakwater. Head	29 16.00N 50 19.68E	Fl(2) G 6s	5	7	..	Green on green beacon
		*	*	*	*		*



## 7.2

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
<b>D7666.2</b>	-- E Breakwater. Head	29 15.95N 50 19.70E	Fl(2)R 5s *	5 *	7 *	..	Red on red beacon
<b>F0437.7</b>	-- No 1 Ldg Lts 013.2°. Front *	20 55.03 N 71 30.31 E *	Fl(2) W 6s *	40 *	10	Black metal framework structure, yellow bands 40 *	
<b>F0437.71</b>	--- Rear *	20 55.20 N 71 30.36 E *	Oc W 6s	50 *	10	Black metal framework tower, yellow bands 50 *	
<b>F1062</b>	Kyaukpyu Harbour. Paung Net Kyi	19 26.55 N 93 36.02 E	Fl(4)W 5s	33	5 *	Red metal framework tower, white top 12	W084°-110°(26°)
<b>F1205</b>	PORT BLAIR - North Point	11 42.29 N 92 45.29 E	Fl(2) W 12s	72	<b>20</b>	White round metal tower, red diagonal stripes 35	fl 0.3, ec 2.7, fl 0.3, ec 8.7 <b>TE:replaced by light with reduced range 10M (T) 2016</b>
	--	..	Racon	..	..	..	ILRS Vol 2 Station 79570 *
<b>F1295</b>	Pulau Bunta	05 33.32 N 95 09.03 E *	Fl W 5s *	60 *	12 *	Metal framework tower 40 *	fl 0.5
<b>F1300</b>	<b>Rondo</b>	06 04.40N 95 07.08 E	Fl(3)W20s	193	<b>40</b> *	White framework tower 40	(fl 0.5, ec 3) x 2, fl 0.5, ec 12.5
PERMATANG SEDEPA (ONE FATHOM BANK) TSS							
<b>F1616</b>	-Northbound Route. N side. Permatang Sedepa (One Fathom Bank) ----	02 53.31N 100 59.71 E	Fl(4)W20s	43	<b>23</b>	White round metal tower, red bands on concrete piles. Dome shaped roof at base of tower.	
	----	..	Racon	..	..	..	ILRS Vol 2 Station 79880. *
<b>F1616-5</b>	-- N ---	03 00.91N 100 51.89E ..	Fl W 3s Racon	30 ..	<b>15</b> ..	White round tower on piles ..	ILRS Vol 2 Station 79860 *
<b>F1822</b>	<b>Pulau Mungging</b> -	01 21.73N 104 17.89E ..	Fl W 3s Racon	24 ..	<b>15</b> ..	White metal tower, framework base 8 ..	fl 0.3 ILRS Vol 2 Station 80390. *

## **SECTION – VIII**

### **CORRECTION TO LIST OF RADIO SIGNALS**

#### **INP 31(1), 2014**

*(Last correction: Edition No. 11 dated 01 Jun 2016)*

**NIL**

#### **INP 31(2), 2014**

*(Last correction: Edition No. 10 dated 15 May 2016)*

#### **RADAR BEACONS**

**PAGE 24, MALAYSIA (West Coast),**

**Insert entry above 79920 Permatang Sedapa (One Fathom Bank) TSS, South Lt Bn.**

<b>One Fathom Bank North Lt Bn</b>	03°00'.91N 100°51'.89E	3	360°			<b>T</b>		<b>79860</b>
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*(Source: BA 20/16)*

*(12/16)*

**PAGE 26, INDONESIA (Sumatera),**

**Insert entry above 86370 Karang Miang Lt Bn.**

<b>Pelikan WP West Premier Oil Platform</b>	04°48'.60N 105°23'.50E					<b>U</b>		<b>86368.5</b>
<b>Naga WP West Premier Oil Platform</b>	04°51'.29N 105°38'.61E					<b>N</b>		<b>86369</b>

*(Source: BA 21/16)*

*(12/16)*

**PAGE 28, INDONESIA (Sumatera),**

**Insert entry above 86380 Pulau Panjurit Lt.**

<b>GBCPP Premier Oil Platform Lt</b>	05°00'.43N 105°35'.22E					<b>G</b>		<b>86375</b>
--	---------------------------	--	--	--	--	----------	--	--------------

*(Source: BA 20/16)*

*(12/16)*

**AUTOMATIC IDENTIFICATION SYSTEM (AIS)**

**PAGE 44, SINGAPORE**  
**Outer Shoal Lt Bn.**  
**Delete entry**

*(Source: BA 20/16)*

*(12/16)*

**STANDARD TIME**

**PAGE 75,**  
**Delete diagram and replace by new diagram shown on page no 8.3:**

*(Source: BA 19/16)*

*(12/16)*

**LEGAL TIME**

**PAGE 77, EGYPT**  
**Delete entry and replace by:**

<b>Egypt</b>	-2	-3	7 July 2016	27 October 2016
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*(Source: BA 20/16)*

*(12/16)*

**INP 31(5), 2011**

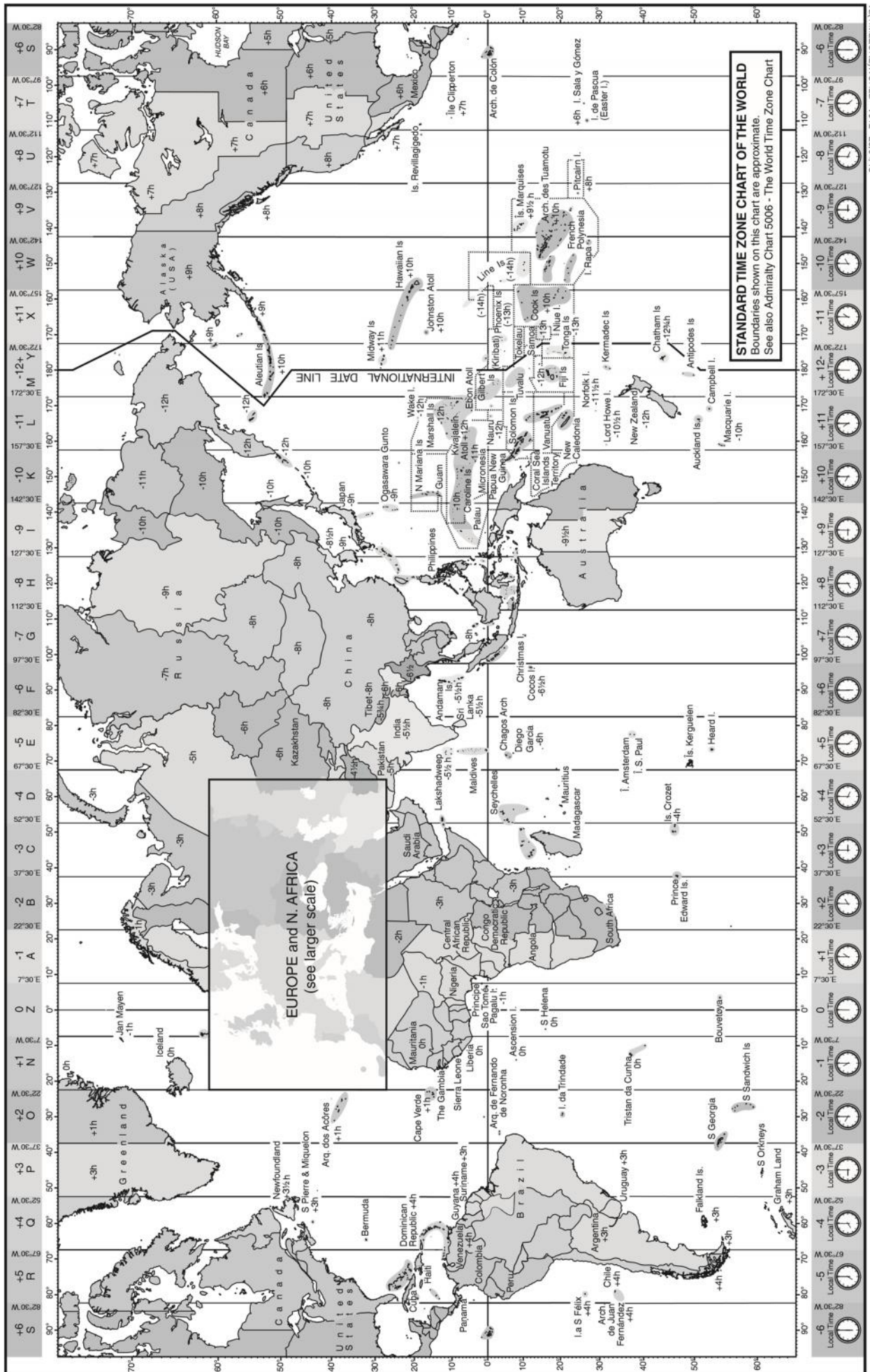
*(Last correction: Edition No. 11 dated 01 Jun 2016)*

**NIL**

**INP 31(6), 2012**

*(Last correction: Edition No. 06 dated 16 Mar 2016)*

**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 102 A contains the information required for Sailing Directions and should be used as an *aide memoir*. The Mariners Handbook, NP100, Chapter 8 gives general instructions. Where there is insufficient space on the forms an additional sheet should be used.

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



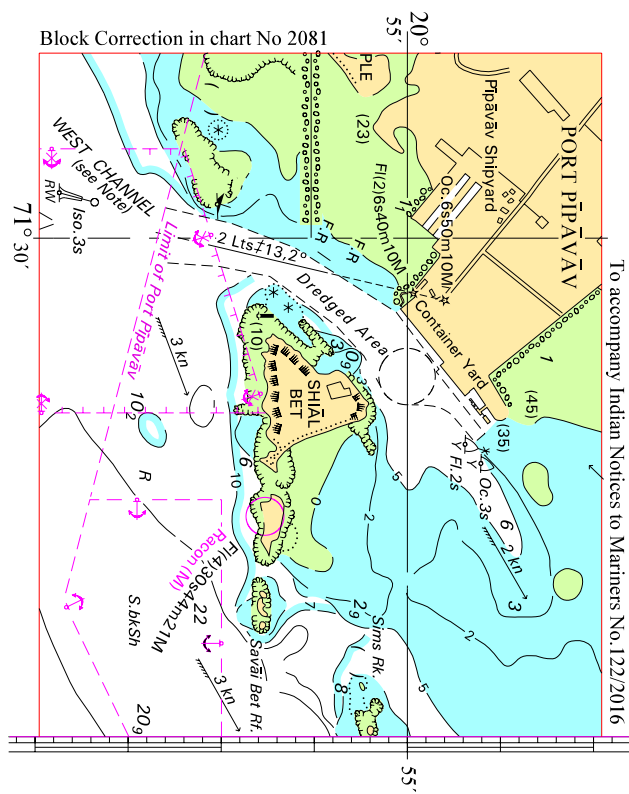


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes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

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					
<b>1. NAME OF PORT</b>					
Location		Latitude		Longitude	
<b>2. GENERAL REMARKS</b>					
Principal activities and trade					
Number of ships and tonnage handled per year					
Maximum size of draught of vessel handled					
Copy of Port handbook (if available)					
<b>3. ANCHORAGES</b>					
Type / Purpose					
Minimum depth at anchorage					
Shelter afforded					
Holding ground					
Recommended pilotage to the anchorage					
<b>4. PILOTAGE</b>					
Authority for request					
Embarkation position					
Regulations					
Documents to be provided					
Recommended pilotage to approach of Harbour and Berths					
Information on VTMS					
<b>5. DIRECTIONS</b>					
Entry and Berthing Information					
Tides (Height)					
Tidal Stream Information					
Wind Speed and Direction					
Navigational Aids (Beacons / Buoys / Lights / Etc.)					
<b>6. POLLUTION CONTROL</b>					
Local regulation in force (If Any)					
<b>7. TUGS</b>					
Number available / Tug type					
Maximum HP / Bollard pull					

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

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





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

**Email: [indsar@vsnl.net](mailto:indsar@vsnl.net)**

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

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

**AFTN: VABBYXYC**