

# INDIAN NOTICES TO MARINERS

EDITION NO. 15 DATED 01 AUG 2016

(CONTAINS NOTICES 145 TO 153)



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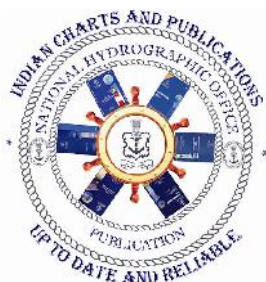
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[www.hydrobharat.gov.in](http://www.hydrobharat.gov.in)

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

**FEEDBACK:** [msis-incho@navy.gov.in](mailto:msis-incho@navy.gov.in)



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



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## II

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

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

**Chief Hydrographer  
to the Government of India**

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

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

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

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

### III

## **EXPLANATORY NOTES**

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

- (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.
- (b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
- (c) It should be borne in mind that they may be based on reports which cannot always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid 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<sub>s</sub> 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>
<b>2029</b> (INT 7358)	<b>30-06-2016</b>	<b>APPROACHES TO KOCHI</b> <b>LIMITS</b> <b>09° 43'.90N; 75° 57'.00E.</b> <b>10° 15'.00N; 76° 18'.00E.</b>	<b>60,000</b>	<b>3</b>	<b>Rs. 1870.00</b>
<b>2058</b>	<b>30-06-2016</b>	<b>KANNUR AND TELlicherry</b> <b>ANCHORAGE</b> <b>LIMITS</b> <b>11° 42'.20N; 75° 15'.80E.</b> <b>11° 52'.50N; 75° 32'.00E.</b>	<b>30,000</b>	<b>3</b>	<b>Rs. 1870.00</b>

2. The new edition Indian Charts that is available for mariners in the market is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
<b>2008</b>	<b>30-06-2016</b>	<b>APPROACHES TO KARWAR</b> <b>LIMITS</b> <b>14° 43'.30N; 73° 58'.00E.</b> <b>14° 52'.00N; 74° 11'.70E.</b>	<b>25,000</b>	<b>3</b>	<b>Rs. 1870.00</b>

3. 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>
<b>2008</b>	<b>31-05-2015</b>	<b>APPROACHES TO KARWAR</b>	<b>2008</b>	<b>30-06-2016</b>
<b>2029</b> (INT 7358)	<b>15-11-2011</b>	<b>APPROACHES TO KOCHI</b>	<b>2029</b> (INT 7358)	<b>30-06-2016</b>
<b>2058</b>	<b>30-06-2009</b>	<b>KANNUR (CANNANORE) AND TELlicherry ANCHORAGE</b>	<b>2058</b>	<b>30-06-2016</b>

4. 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>IN42029O</b>	<b>2029</b>	<b>APPROACHES TO KOCHI</b>	<b>25-07-2016</b>
<b>IN52058K</b>	<b>2058</b>	<b>KANNUR AND TELlicherry ANCHORAGE</b>	<b>25-07-2016</b>
<b>IN2251CD</b>	<b>251</b>	<b>SIR CREEK TO DWARKA</b>	<b>26-07-2016</b>
<b>IN2252KV</b>	<b>252</b>	<b>OKHA TO VERAVAL</b>	<b>27-07-2016</b>
<b>IN2254AK</b>	<b>254</b>	<b>APPROACHES TO GULF OF KHAMBHAT</b>	<b>27-07-2016</b>
<b>IN233BOB</b>	<b>33</b>	<b>BAY OF BENGAL – SOUTHERN PORTION</b>	<b>27-07-2016</b>



## VI

5. The new edition Indian Electronic Navigational Chart that is available for mariners in the market is as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
<b>IN52008A</b>	<b>2008</b>	<b>KARWAR HARBOUR AND APPROACHES</b>	<b>25-07-2016</b>
<b>IN52514A</b>	<b>2514</b>	<b>APPROACHES TO PORT LOUIS</b>	<b>27-07-2016</b>
<b>IN62514P</b>	<b>2514</b>	<b>PORT LOUIS</b>	<b>27-07-2016</b>
<b>IN43001A</b>	<b>3001</b>	<b>APPROACHES TO CHENNAI</b>	<b>25-07-2016</b>

6. 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>IN42029K</b>	<b>2029</b>	<b>APPROACHES TO KOCHI</b>	<b>06-02-2007</b>
<b>IN52058C</b>	<b>2058</b>	<b>KANNUR AND TELLICHERRY ANCHORAGE</b>	<b>23-11-2009</b>
<b>IN2251SD</b>	<b>251</b>	<b>SIR CREEK TO DWARKA</b>	<b>17-12-2013</b>
<b>IN2252OV</b>	<b>252</b>	<b>OKHA TO VERAVAL</b>	<b>19-09-2013</b>
<b>IN2254GK</b>	<b>254</b>	<b>APPROACHES TO GULF OF KHAMBHAT</b>	<b>15-03-2013</b>
<b>IN52008A</b>	<b>2008</b>	<b>KARWAR HARBOUR AND APPROACHES</b>	<b>30-06-2015</b>
<b>IN52514A</b>	<b>2514</b>	<b>APPROACHES TO PORT LOUIS</b>	<b>28-04-2015</b>
<b>IN62514P</b>	<b>2514</b>	<b>PORT LOUIS</b>	<b>28-04-2015</b>
<b>IN43001A</b>	<b>3001</b>	<b>APPROACHES TO CHENNAI</b>	<b>28-04-2015</b>

7. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>2075 (INT 7366)</b>	<b>APPROACHES TO TUTICORIN</b>	<b>60,000</b>	<b>New Chart</b>
	<b>TUTICORIN HARBOUR</b>	<b>25,000</b>	
<b>2123</b>	<b>ULWA CHANNEL</b>	<b>10,000</b>	<b>New Chart</b>
<b>2110</b>	<b>DAHEJ HARBOUR</b>	<b>12,500</b>	<b>New Edition</b>

### Availability of ENCs

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

<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 145 to 153 contained in this edition is as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
20	1	149
202	2	146
246	1	150
251 (INT 7318)	2	146
271	2	146
289	1	149
290	1	150
320	7	148
321	7	148
2005	2	146
2008	3	152(T)
2010	3	152(T)
2061	4	153 (P)
2088	1	150
2099	4	153 (P)
2514 (INT 7739)	1	145
3010 (INT 7418)	5	151
3019	7	148
3022	7	148
3028 (INT 7404)	5	147
3039	5	147
7705 (INT 705)	1	149

## SECTION – II

### PERMANENT NOTICES

**\*145 (15/16) INDIAN OCEAN – MAURITIUS – Approaches to Port Louis; Port Louis – Jetty. Depth. Coastline.**

Source: NHO Dehradun.

**Chart 2514 (INT 7739) [previous update 108/15]**

Insert accompanying block showing amendments to Coastline centered on: 20° 08'·60S., 57° 29'·55E.

**Chart 2514 (INT 7739) (PLAN) [previous update 108/15]**

Insert accompanying block showing amendments to Coastline centered on: 20° 08'·28S., 57° 29'·69E.

**\*146 (15/16) INDIA – WEST COAST – Approaches to Godia Creek – Wreck.**

Source: INS Sutlej IH - 102

**Chart 271 [previous update 131/16]**

Insert  23° 09'·05N., 68° 28'·59E.

23° 08'·62N., 68° 29'·00E.

23° 08'·38N., 68° 40'·13E.

Delete  PA 23° 09'·00N., 68° 28'·00E.

23° 08'·76N., 68° 29'·33E.

 PA 23° 07'·17N., 68° 39'·02E.

**Chart 251 (INT 7318) [previous update 114/15]**

Insert  23° 09'·05N., 68° 28'·59E.

23° 08'·62N., 68° 29'·00E.

23° 08'·38N., 68° 40'·13E.

Delete  PA 23° 09'·00N., 68° 28'·00E.

23° 08'·76N., 68° 29'·33E.

 PA 23° 07'·17N., 68° 39'·02E.

**Chart 202 [previous update NC 30 Apr16]**

Insert  23° 09'·05N., 68° 28'·59E.

23° 08'·62N., 68° 29'·00E.

23° 08'·38N., 68° 40'·13E.

Delete  PA 23° 09'·00N., 68° 28'·00E.

23° 08'·76N., 68° 29'·33E.


 PA 23° 07'·17N., 68° 39'·02E.

**Chart 2005 [previous update 114/15]**

Insert  23° 09'·05N., 68° 28'·59E.

23° 08'·62N., 68° 29'·00E.

23° 08'·38N., 68° 40'·13E.

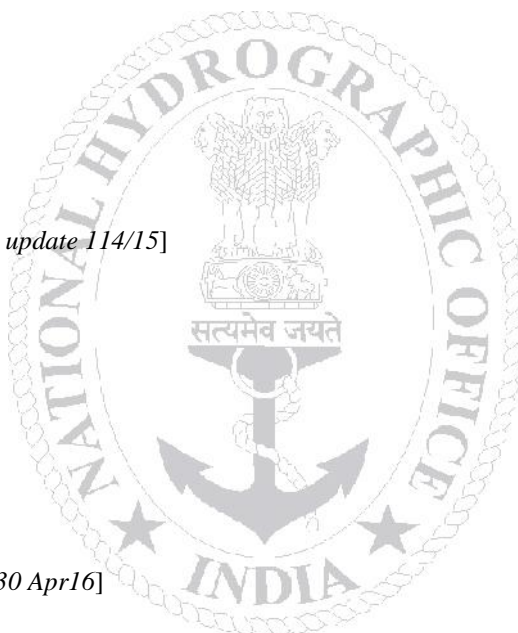
Delete  PA 23° 09'·00N., 68° 28'·00E.

23° 08'·76N., 68° 29'·33E.

 PA 23° 07'·17N., 68° 39'·02E.

 23° 05'·69N., 68° 44'·53E.

23° 07'·76N., 68° 41'·69E.





**\*147 (15/16) INDIA – EAST COAST – Kamarajar Port (Ennore) – Light.**

Source: NHO Dehradun.

**Chart 3039** [previous update 150/14]

Amend range of light to, 8M

13° 17′.11N., 80° 20′.49E.

**Chart 3028 (INT 7404)** [previous update NE 31 May 16]

Amend range of light to, 8M

13° 17′.11N., 80° 20′.49E.

**\*148/(15/16) BAY OF BENGAL – COAST OF MYANMAR (BURMA) – Sittwe (Akyab) Harbour – Wreck.**

Source: NHO Dehradun.

**Chart 320** [previous update 118/15]

Delete



20° 08′.14N., 92° 54′.29E.

**Chart 321** [previous update 088/16]

Delete



20° 08′.14N., 92° 54′.29E.

**Chart 3019** [previous update 118/15]

Delete



20° 08′.14N., 92° 54′.29E.

20° 08′.15N., 92° 54′.34E.

**Chart 3022** [previous update 118/15]

Delete



20° 08′.14N., 92° 54′.29E.

20° 08′.15N., 92° 54′.34E.

**149 (15/16) STRAIT OF HORMUZ TO QATAR – Wreck.**

Source: BA Notice 2661/16.

**Chart 7705 (INT 705)** [previous update 137/14]

Substitute



Rep (2016) for



25° 27′.40N., 54° 26′.90E.

**Chart 20** [previous update 173/14]

Substitute



Rep (2016) for



25° 27′.40N., 54° 26′.90E.

**Chart 289** [previous update 140/15]

Substitute



Rep (2016) for



25° 27′.40N., 54° 26′.90E.

**150 (15/16) OMAN – Approaches to Muscat (Masqat) and Mina Al Fahl – Wreck.**

Source: BA Notice 2795/16.

**Chart 290** [previous update 070/14]

Insert



Wk

23° 40′.70N., 58° 13′.60E.

**Chart 246** [previous update 193/14]

Insert



Wk

23° 40′.70N., 58° 13′.60E.

**Chart 2088** [previous update 106/15]

Insert

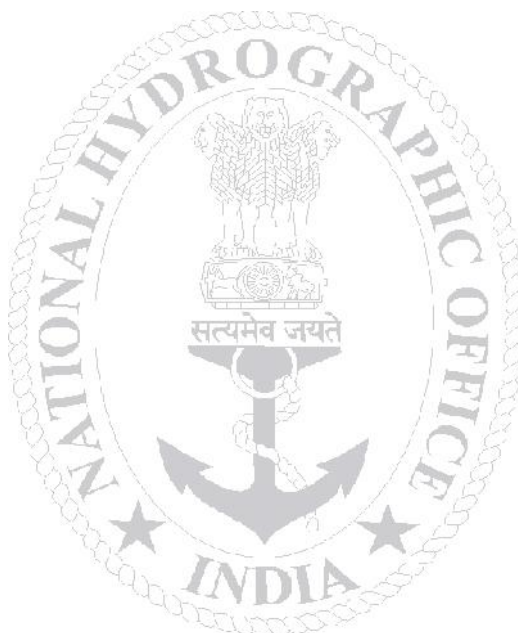


Wk

23° 40′.70N., 58° 13′.60E.

**\*151 (15/16) Miscellaneous updates to charts.**

Source: NHO Dehradun.		
Chart	Previous Updates	Details
<b>3010</b> <b>(INT 7418)</b>	<i>NE 31 May 16</i>	Paradip Anchorage, North Border For: longitude 20° 42' Read: longitude 86° 42'



## **SECTION – III**

### **TEMPORARY AND PRELIMINARY NOTICES**

**\*152(T) (15/16) INDIA – WEST COAST – Karwar Naval Harbour – Buoy.**

Source: HQKNA.

1. Following buoys are not in place:-

<b><u>Buoy No.</u></b>	<b><u>Position</u></b>	<b><u>Characteristic</u></b>	<b><u>Status</u></b>
No.1	14°44'.42N., 074°07'.57E	Fl.G.5s	Removed for maintenance
No.2	14°44'.40N., 074°07'.41E	Fl.R.5s	Removed for maintenance
No.3	14°45'.02N., 074°07'.59E	Fl(2)G.10s	Removed for maintenance
No.7	14°45'.82N., 074°07'.67E	Fl.G.5s	Removed for maintenance

2. Mariners are advised to navigate with caution in the area and contact local port authorities for more information.

3. ***Former INM 142(T)/16 is cancelled.***

**Charts affected – 2008 – 2010.**

**\*153 (P) (15/16) INDIAN OCEAN – MALDIVES – Male' Atoll – Sea Bridge.**

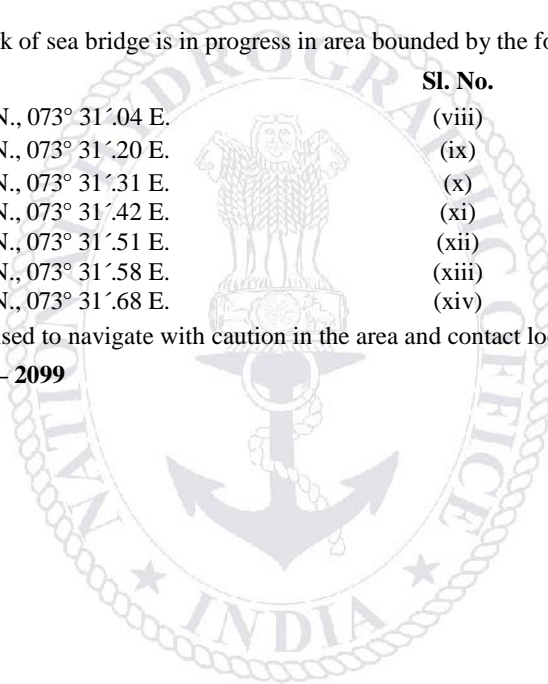
Source: NHO Dehradun.

1. Construction work of sea bridge is in progress in area bounded by the following coordinates:-

<b><u>Sl. No.</u></b>	<b><u>Position</u></b>	<b><u>Sl. No.</u></b>	<b><u>Position</u></b>
(i)	04°10'.22 N., 073° 31'.04 E.	(viii)	04°10'.57 N., 073° 31'.69 E.
(ii)	04°10'.25 N., 073° 31'.20 E.	(ix)	04°10'.48 N., 073° 31'.58 E.
(iii)	04°10'.30 N., 073° 31'.31 E.	(x)	04°10'.41 N., 073° 31'.51 E.
(iv)	04°10'.36 N., 073° 31'.42 E.	(xi)	04°10'.35 N., 073° 31'.42 E.
(v)	04°10'.42 N., 073° 31'.51 E.	(xii)	04°10'.29 N., 073° 31'.31 E.
(vi)	04°10'.49 N., 073° 31'.58 E.	(xiii)	04°10'.24 N., 073° 31'.20 E.
(vii)	04°10'.58 N., 073° 31'.68 E.	(xiv)	04°10'.21 N., 073° 31'.03 E.

2. Mariners are advised to navigate with caution in the area and contact local port authorities for more information.

**Charts Affected – 2061 – 2099**



## **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 VDO Marine Insrtuments</b> 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
<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@liftomarine.org Web: www.liftomarine.org	<b>M/s L. R. Marine Services</b> 301, 3rd Floor, Biry House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-6635 9148 Cell No: +91 8108926880/ +91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com
<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: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a>



## **SECTION – V**

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

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

2. NAVAREA VIII Warnings in force as on 01 Aug 16:

**2015 SERIES** – 287 334 386 735

**2016 SERIES** – 064 371 387 400 420 422 423 430 432 439 444 445 446 448 451 453 455 458 459  
460 461 462

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

<b>444. India East Coast – Off Gopalpur.</b> Charts 31 352 353 3005 INT 706. Army air defence firing and BPTA Flight scheduled daily from 21-22 and 28-30 Jul 16 from 0130-0730 and 0830-1430 UTC.
2. Firing area bounded by (a) 19-14.60N 084-53.70E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 41 NM radius joining point b and c. Safe flying height 6.1 KM.
3. Flight area bounded by 19-17.67N 084-55.21E, 19-10.75N 084-47.38E, 18-56.03N 084-52.64E, 19-12.33N 085-14.92E. Safe flying height 1.5 KM.
4. Cancel NAVAREA VIII 417 and this MSG 301530 UTC Jul 16.
<b>445. India West Coast – Mumbai Port.</b> Charts 2015 INT 71. Vessel of 25 mtr reported Sunk in position 18-55.57N 072-50.70E. Wreck marked by unlit red float.
<b>446. India East Coast – Off Ravva ODA.</b> Charts 355 INT 706. Survey equipment moored subsea by M/S Fugro at 16-17.7N 082-22.7E, 16-07.9E, 082-17.2E, 16-25.1N 082-23.7E, 16-18.6N 082-17.1E, 16-11.9N 082-20.1E, 16-21.0N 082-18.6E, 16-21.8N 082-19.2E for met studies till 10 Aug 16.
2. Wide berth requested.
3. Cancel this MSG 101830 UTC Aug 16.
<b>447. India West Coast – Okha.</b> Charts 2068 INT 705. DGPS (22-29N, 069-04E) inoperative.
<b>448. India West Coast– Gulf of Khambhat.</b> Charts 207 254 INT 705. Buoy 3 (20-40.60N 071-59.00E) Unlit and 7 (20-57.70N 072-07.85E) relaid.
2. Cancel NAVAREA VIII 356.
<b>449. Cancel NAVAREA VIII MSG 401 and this MSG.</b>
<b>450. NAVAREA VIII warnings in Force as on 22 Jul 16</b> <b><u>2015 SERIES</u></b> – 287 334 386 646 735 <b><u>2016 SERIES</u></b> – 064 371 387 400 416 418 420 421 422 423 430 432 439 444 445 446 447 448. (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> 2. Cancel this MSG 291000 UTC Jul 16.
<b>451. India East Coast – Central Bay of Bengal.</b> Charts 33 INT 706. Indian Air force Flight AF 330 on passage from Chennai to Port Blair reported lost contact at 220344 UTC Jul 16 in position 12-40.5 N 082-43.5 E. Search by Naval and Coast Guard ships in progress. Wide berth requested from ships engaged in SAR.
2. Mariners to keep sharp lookout while transiting through area.
<b>452. India East Coast – Chennai.</b> Charts 313 3001 INT 706. Firing from Naval Coast battery scheduled on 29 Jul 16 from 0530 - 0730 UTC.
2. Danger sector extending upto 5.5 NM between bearing 045 and 075 from 13-07.02N 080-18.01E. Safe flying height 13 KM.
3. Cancel this MSG 290830 UTC Jul 16.
<b>453. India West Coast – S Arabian and Lakshadweep Sea.</b> Chart 22 INT 71. RV MGS Sagar progressing geophysical survey till 16 Aug 16 in areas bounded by 11-00.95N 070-30.62E, 09-23.25N 070-30.88E, 11-01.92N 069-34.70E and 07-31.67N 076-46.05E, 08-32.97N 075-35.02E, 08-44.23N 075-48.35E, 08-42.40N 076-07.40E, 08-05.68N 076-41.13E.
2. Wide berth around vessel requested.
3. Cancel this MSG 161830 UTC Aug 16.
<b>454. Cancel NAVAREA VIII 646/15 447/16 and this MSG.</b>
<b>455. Andaman Sea – Port Blair.</b> Charts 4006 INT 706. North Point Lt (11-42N 092-45E) functioning at reduced range of 10 NM with same characteristic.
<b>456. Cancel NAVAREA VIII 421/16 and this MSG.</b> INTM 140 refer.

<p><b>457. India East Coast – Off Gopalpur.</b> Charts 31 352 353 3005 INT 706. Army Air Defence firing and BPTA flight scheduled on 04 and 06 Aug 16 from 0130-0730 and 0830-1430 UTC.</p> <p>2. Firing area bounded by (a) 19-14.60N 084-53.70E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 41 NM radius joining point b and c. Safe flying height 6.1 KM.</p> <p>3. Flight area bounded by 19-17.67N 084-55.21E, 19-10.75N 084-47.38E, 18-56.03N 084-52.64E, 19-12.33N 085-14.92E. Safe flying height 1.5 KM</p> <p>4. Cancel this MSG 061530 UTC Aug 16.</p>																					
<p><b>458. India West Coast – Kochi.</b> Charts 22 220 2029 INT 71. Firing by Naval Coast Battery scheduled on</p> <table> <thead> <tr> <th><u>DATE</u></th><th><u>TIME (UTC)</u></th></tr> </thead> <tbody> <tr> <td>02 AUG 16</td><td>0900-1200</td></tr> <tr> <td>05 AUG</td><td>0900-1200 AND 1230-1430</td></tr> <tr> <td>09 AUG</td><td>0900-1200</td></tr> <tr> <td>12 AUG</td><td>0900-1200</td></tr> <tr> <td>16 AUG</td><td>0900-1200</td></tr> <tr> <td>19 AUG</td><td>0900-1200</td></tr> <tr> <td>23 AUG</td><td>0900-1200 AND 1230-1430</td></tr> <tr> <td>26 AUG</td><td>0900-1200</td></tr> <tr> <td>30 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, 09-44.0N 076-17.5E, 09-42.5N 076-09.5E. Safe flying height 10 KM.</p> <p>3. Cancel this MSG 301300 UTC AUG 16.</p>		<u>DATE</u>	<u>TIME (UTC)</u>	02 AUG 16	0900-1200	05 AUG	0900-1200 AND 1230-1430	09 AUG	0900-1200	12 AUG	0900-1200	16 AUG	0900-1200	19 AUG	0900-1200	23 AUG	0900-1200 AND 1230-1430	26 AUG	0900-1200	30 AUG	0900-1200
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23 AUG	0900-1200 AND 1230-1430																				
26 AUG	0900-1200																				
30 AUG	0900-1200																				
<p><b>459 India East Coast – Off Ravva Oda.</b> Charts 32 355 INT 706. Seismic survey vessels Brahmaputra, Dolphin, Kohinoor-I and Ganesh will carry out survey from 01 Aug to 31 Dec 16 in area bounded by 16-20.7N 081-39.1E, 16-19.8N 081-43.7E, 16-22.8N 081-50.4E, 16-24.3N 081-56.8E, 16-29.3N 082-06.9E, 16-26.1N 082-04.3E, 16-21.7N 082-06.8E, 16-20.0N 082-06.8E, 16-18.7N 082-04.5E, 16-16.1N 081-56.8E 16-14.3N 081-49.5E, 16-14.9N 081-48.9E, 16-15.2N 081-47.9E, 16-15.2N 081-39.1E .</p> <p>2. Vessels towing 04 cables of 8 NM with buoys. Wide berth of 04 NM requested.</p>																					
<p><b>460. Cancel NAVAREA VIII 423 And this MSG.</b> INTM 143(T) refers.</p>																					
<p><b>461. <u>NAVAREA VIII Warnings in Force as on 29 Jul 16.</u></b></p> <p><b><u>2015 series</u></b> – 287 334 386 735</p> <p><b><u>2016 series</u></b> – 064 371 387 400 420 422 430 432 439 444 445 446 448 451 453 455 457 458 459</p> <p>(a) NAVAREA VIII Warnings less than 42 days promulgated via SafetyNet.</p> <p>(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>.</p> <p>2. Cancel this MSG 051000 UTC Aug 16.</p>																					
<p><b>462. India East Coast – Off Gopalpur.</b> Charts 31 352 353 3005 INT 706. Army Air Defence firing and BPTA flight scheduled on 02, 03, 04 and 06 Aug 16 from 0130-0730 and 0830-1430 UTC.</p> <p>2. Firing area bounded by (a) 19-14.60N 084-53.70E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 41 NM radius joining point b and c. Safe flying height 6.1 KM.</p> <p>3. Flight area bounded by 19-17.67N 084-55.21E, 19-10.75N 084-47.38E, 18-56.03N 084-52.64E, 19-12.33N 085-14.92E. Safe flying height 1.5 KM</p> <p>4. Cancel NAVAREA MSG 457 and this MSG 061530 UTC Aug 16.</p>																					

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

**NIL**



## 7.2

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
<b>D7709.6</b>	- Entrance. W side	27 08.25 N 56 12.17 E *	Fl R 5s	3	5	Red pile beacon	
<b>D7709.7</b>	- - E side	27 08.25 N 56 12.34 E *	Fl G 5s	3	6	Green pile beacon	
<b>D7709.8</b>	- Shahid Haghani	27 10.43 N 56 16.60 E	Fl(2)W 6s	3	5	g on black beacon, red band	Isolated danger mark
	KAMARAJAR PORT						
<b>F0946</b>	- Ldg Lts 344.5°. Front	13 16.83 N 80 20.60 E *	Oc W 5s	19	8		
<b>F0946.1</b>	- - Rear	13 17.10 N 80 20.49 E *	Oc W 5s	29	8		
<b>F1652.5</b>	- <b>Bukit Segenting</b>	01 47.50 N 102 53.40 E	Fl(4)W 30s	86	<b>15</b>	White round concrete tower 14	
	PULAU MEGA						
<b>K0883.95</b>	- <b>Pulau Mega</b>	03 59.95 S 101 03.02 E	Fl W 10s	33	<b>16</b>	White beacon	<i>fl 0.5</i> <b>TE 2016</b> *

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

**INP 31(1), 2014**

(Last correction: Edition No. 13 dated 01Jul2016)

NIL

**INP 31(2), 2014**

(Last correction: Edition No. 14 dated 16Jul2016)

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

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

Permatang Sedapa (One Fathom Bank) Lt	02°53'.31N 100°59'.71E	3	360°	20		O		79880
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(Source: BA 27/16)

(15/16)

**PAGE 46, UNITED ARAB EMIRATES (Persian Gulf Coast) (470)**

*Insert entry above* **Dara Wreck Lt Buoy**

Dalma Lt Buoy No 1	24°32'.16N 52°30'.45E	994701143			Real	
Dalma Lt Buoy No 2	24°32'.05N 52°30'.75E	994701144			Real	

(Source: BA 28/16)

(15/16)

**Page 77, Egypt**

*Delete entry and replace by:*

Egypt	-2	*		
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(Source: BA 29/16)

(15/16)

**INP 31(5), 2011**

(Last correction: Edition No. 14 dated 16 Jul 2016)

NIL

**INP 31(6), 2012**



8.2

*(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					

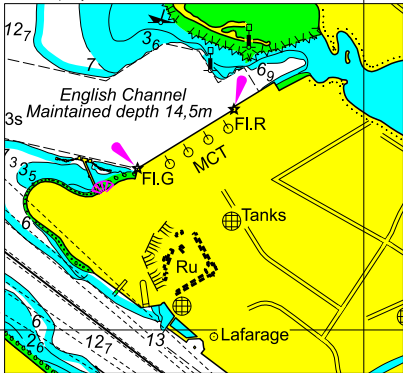
<b>7. TUGS (Continued)</b>	
Requesting authority	
Availability timing / Communication	
Hiring charges	
<b>8. BERTHING AND WHARVES</b>	
Type & Number of berths available	
Length	
Depth alongside	
Facilities available	
Procedure for requesting berth & hiring charges	
<b>9. CARGO HANDLING</b>	
Containers	
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>	

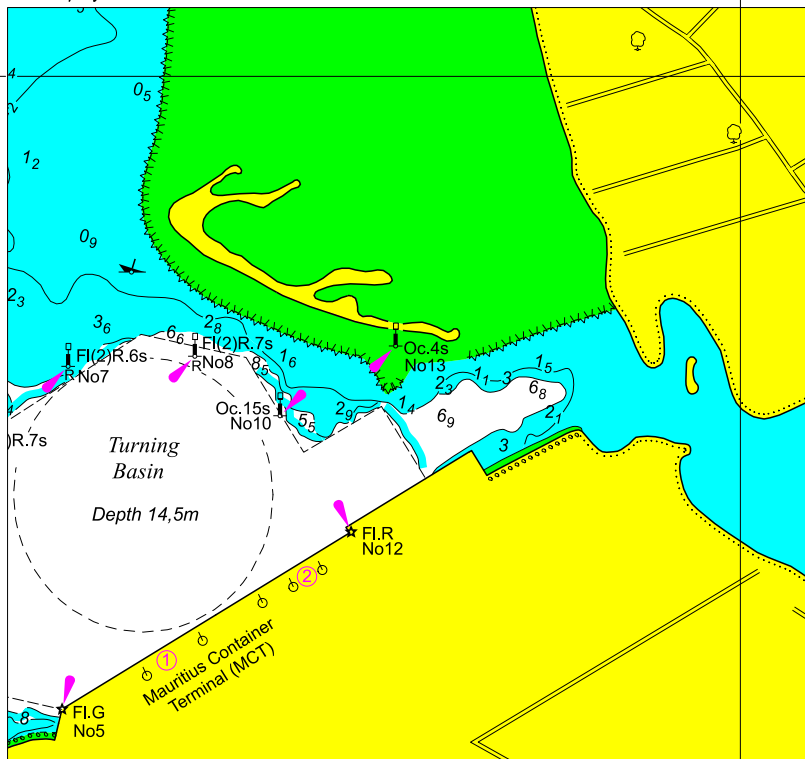
To accompany Indian Notices to Mariners No. 145/2016

57°30'



Block Correction for Chart No. 2514 (INT 7739)

*To accompany Indian Notices to Mariners No. 145/2016*



Block Correction for Chart No. 2514 (INT 7739)

 $57^{\circ}30'E$



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