

INDIAN NOTICES TO MARINERS



EDITION NO. 16 DATED 16 AUG 2016

(CONTAINS NOTICES 154 TO 158)

REACH US 24 x 7



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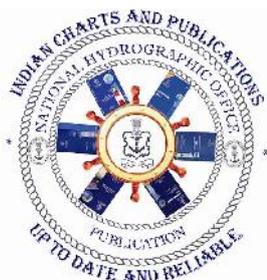
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(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)

FEEDBACK: msis-inho@navy.gov.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

1. The new 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>
IN63010R	3010	PARADIP PORT	09-08-2016
IN53010A	3010	PARADIP ANCHORAGE	09-08-2016

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN63010R	3010	PARADIP PORT	09-09-2015
IN53010A	3010	PARADIP ANCHORAGE	09-09-2015

3. The forthcoming Indian Charts are as follows:-

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

Availability of ENC'S

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

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Web site: www.hydro.gov.uk	M/s Jeppesen Norway AS 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
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: data@ecc.no Website: - www.primar.org	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad- 500 034 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 154 to 158 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
203 (INT 7319)	2	154
322	7	158
406 (INT 7443)	6	157
408 (INT 7446)	6	156
409	6	156
3041	5	155
4005	6	156
4205	7	156



SECTION – II
PERMANENT NOTICES

***154 (16/16) ARABIAN SEA– INDIA – Gulf of Kachchh – Conspicuous.**

Source: INS Sutlej IH - 102

Chart 203 (INT 7319) [previous update 110/16]

Insert  TEMPLE

22° 15′.89N., 69° 15′.14E.

22° 23′.26N., 69° 11′.80E.

***155 (16/16) INDIA – EAST COAST – Approaches to Paradip – Light.**

Source: NHO Dehradun.

Chart 3041 [previous update 105/16]

Insert  Fl.10s60m12M

20° 16′.55N., 86° 39′.19E.

Delete  Fl.10s60m12M

20° 16′.59N., 86° 39′.11E.

***156 (16/16) INDIA – ANDAMAN SEA NICOBAR ISLANDS – Nancowry Harbour and Approaches – Beacon.**

Source: NHO Dehradun.

Chart 408 (INT 7446) [previous update NC 31 Dec 2015]

Insert  Ru

08° 01′.65N., 93° 34′.19E.

Chart 409 [previous update 074/15]

Insert  Ru

08° 01′.69N., 93° 33′.39E.

Chart 4205 [previous update NC 15 May 2015]

Insert  Ru

08° 01′.65N., 93° 34′.19E.

Chart 4005 [previous update 072/13]

Insert  Ru

08° 01′.65N., 93° 34′.19E.

***157 (16/16) INDIA – ANDAMAN SEA – ANDAMAN ISLANDS – Little Andaman Island to Ten Degree Channel – Wreck.**

Source: MRCC Port Blair.

Chart 406 (INT 7443) [previous update NC 31 Mar 2016]

Insert  PA

10° 59′.08N., 92° 41′.10E.

***158 (16/16) Bay of Bengal – Coast of Burma – Combermere Bay to Cheduba Strait – Leading Lights.**

Source: Myanmar Navy, Notice 29/2016.

Chart 322 [previous update 140/16]

Amend light to, Oc.R.4s9m5M

18° 50′.90N., 93° 44′.60E.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

NIL



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:-

INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz								
Sl.	Station Name	B1	Broad Cast Timings in UTC					
(a)	Veraval	H	0110	0510	0910	1310	1710	2110
(b)	Vengrula Point	J	0130	0530	0930	1330	1730	2130
(c)	Muttam Point	L	0150	0550	0950	1350	1750	2150
(d)	Porto Novo	O	0220	0620	1020	1420	1820	2220
(e)	Vakalpudi	Q	0240	0640	1040	1440	1840	2240
(f)	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, or icgmrc_mumbai@mtnl.net. Any suspicious activity of skiffs / boats to be photographed if possible. Merchant vessels with armed guards on board are to report presence of guards to Indian Navy/Coast Guard while transiting Indian EEZ.

(Source - NAVAREA VIII Warning 100/12)

3. **DISPLAY ANOMALIES IN ECDIS**

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

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

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

(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 (16th 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

<p>M/s OSA Books and Periodicals R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com</p>	<p>M/s VDO Marine Instruments Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow & Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: atmain@md4.vsnl.net.in</p>
<p>M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor, 58, Dr. 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</p>	<p>EW Liner Charts & Publication (India) 2/524, Sundeep Road, Chinna Neelangerai, Chennai 600041 Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: maritimeindia@airtelmail.in</p>
<p>M/s C & C Marine Combine 25 Bank Street, 1st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@vsnl.com, sales@ccmarine.in</p>	<p>Gujarat Pipavav Port Limited PO – Ucchaiya, Dist – Amereli, Gujarat – 365 560 Tele: +91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)</p>
<p>M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammappeta, Visakhapatnam – 530 016 Tele Fax: 0891-2799471, Cell: +91 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com</p>	<p>M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur, Navi Mumbai – 400 614 Tel: +91 22 6510 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: RajShekhar.Chakravorty@jeppesen.com, info@jeppesen.com Website: www.jeppesen.com</p>
<p>M/s JM Maritime Services 24/24C Kavarana Building, Ground Floor, Wadi Bunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in, charts@mtnl.net.in</p>	<p>M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +919937064299 Email: ashiskantha@gmiindia.in Web: www.gmiindia.in</p>
<p>Lift o Marine 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</p>	<p>M/s L. R. Marine Services 301, 3rd Floor, Biryra 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</p>
<p>M/s Engineering Logistics Executive Multi Services Elems Charts, Door No: 61-4-45-A/4, Prakash Nagar Malkapuram Visakhapatnam – 530 011 Mob: +91 9133871827 Email: sales@elemscharts.in Web: www.elemscharts.in</p>	<p>M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034 Tel: +91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com</p>
<p>M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 015 Mob: +91 7926923982 Email: jyoti@aatash.com, zubin@aatash.com</p>	<p>M/s Zenith Surveys (I) Pvt. Ltd. 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>

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 Aug 16:

2015 SERIES – 287 334 386 735

2016 SERIES – 064 371 387 400 420 432 439 445 453 455 458 459 464 467 468 470 471 472 474
475 480 481 483 484

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

463.	Indian Ocean – North Off Reunion. Chart INT 70 71. Orange life boat reported adrift at 010740 UTC Aug 16 in position 19-33S 055-30E. 2. Cancel this MSG 040900 UTC Aug 16.
464.	Andaman Sea – Rangoon River Mouth. Charts 41 452 INT 706. Salvage operations for sunken vessel in position 16-40.0N 096-14.5E in progress. 2. Wide berth requested.
465.	Andaman Sea – South of Barren I. Charts 41 473 I NT 71. Firing practice scheduled on 11 and 12 Aug 16 from 0430-0930 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-20E. Safe flying height 1.5 KM. 2. Cancel this MSG 121030 UTC Aug 16.
466.	<u>NAVAREA VIII Warnings in Force as on 05 Aug 16.</u> <u>2015 series</u> – 287 334 386 735 <u>2016 series</u> – 064 371 387 400 420 432 439 445 446 448 451 453 455 458 459 462 464 465 (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 . 2. Cancel this MSG 121000 UTC Aug 16.
467.	Andaman Sea – Wilson I. Charts 4015 INT 706. Wilson Lt (12-09N 092-57E) inoperative.
468.	Andaman Sea – Bampoka I. Charts 408 4037 INT 706. Bampoka Lt (08-13N 093-15E) unlit.
469.	India East Coast – Paradip. Charts 3010 INT 71. Paradip Lt (20-15N 086-39E) unlit.
470.	India East Coast – Central Bay of Bengal. Charts 32 INT 706. RV Samudra Ratnakar and ORV Sagar Nidhi progressing sub surface search in area bounded within 11-45N to 13-45N and 082-00E to 083-20E. 2. Wide berth requested. 3. Cancel NAVAREA VIII MSG 451.
471.	India East Coast – Off Ravva Oda. Charts 355 INT 706. Survey equipment moored subsea by M/S Fugro at 16-17.7N 082-22.7E, 16-07.9N, 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 Sep 16. 2. Wide berth requested. 3. Cancel NAVAREA MSG 446 and this MSG 101830 UTC Sep 16.
472.	India West Coast – Off Mumbai. Charts 255 INT 71. CS Umm Al Anber progressing submarine cable repair using ROV till 23 Aug 16 from 18-56.2N 071-38.0E TO 18-55.8N 071-26.3E. 2. Wide berth requested. 3. Cancel this MSG 231830 UTC Aug.
473.	North Indian Ocean. Charts 32 INT 71. SLFV Januki Duwa reported adrift 04-59N 083-51E at 090445 UTC Aug 16. 2. Cancel this MSG 120500 UTC Aug 16.
474.	India West Coast – Off Kochi. Charts 2029 INT 71. Azhikode DGPS station (10-12 N 076-09 E) inoperative.
475.	India West Coast– Gulf of Khambhat. Charts 207 254 INT 705. Narmada channel buoy 3, 6, 7 unlit. Buoy 9 Q Fl R. 2. Cancel NAVAREA VIII 448.
476.	North Bay of Bengal. Charts 31 INT 706. SLFV Kapila Putha 07 reported adrift 17-00N 089-12E at 101410 UTC Aug 16 due defective batteries. 2. Cancel this MSG 131410 UTC Aug 16.
477.	India East Coast – Nagappattinam. Charts 3007 INT 71. DGPS station (10-46N 079-51E) inoperative on 12 Aug 16 from 0030 – 1230 UTC. 2. Cancel this MSG 121330 UTC Aug 16.

478.	India West Coast – Okha. Charts 2031 INT 71. Racon (22-29N 069-04E) under testing till 111830 UTC Aug 16.
2.	Cancel this MSG 111930 UTC Aug 16.
479.	Cancel NAVAREA MSG 469 and this MSG.
480.	India West Coast - Off Trivandrum. Charts 22 222 INT 71. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 17 Aug 16 from 0530-0730 UTC.
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 170830 UTC Aug 16.
481.	<u>Navarea VIII Warnings in Force as on 12 Aug 16.</u> <u>2015 series</u> – 287 334 386 735 <u>2016 series</u> – 064 371 387 400 420 432 439 445 453 455 458 459 464 467 468 470 471 472 474 475 476
(a)	NAVAREA VIII warnings less than 42 days promulgated via SafetyNet.
(b)	Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.nic.in .
2.	Cancel this MSG 191000 UTC Aug 16.
482.	India East Coast – North Bay of Bengal. Charts 31 351 INT 71. 20 FT vessel with Red light reported adrift 20-33N 088-55E on 12 Aug 16.
2.	Cancel this MSG 151630 UTC Aug 16.
483.	India East Coast – North Bay of Bengal. Charts 31 INT 71. Two fishing boat with 28 crew reported missing since 10 Aug 16 in vicinity of 21-00N 089-06E.
2.	Vessels transiting to keep sharp lookout and render assistance.
484.	India East Coast – North Bay of Bengal. Charts 31 351 INT 71. 20 FT light vessel with Red hull reported adrift 20-40N 088-28E at 130845 UTC Aug 16.
2.	Cancel NAVAREA 482 and this MSG 160845 UTC Aug 16.

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
F0864.2	- Pier. Head	08 56.66 N 80 59.93 E	FI R	6	5	..	TE 2016 *
F0864.4	-	08 57.27 N 80 59.32 E	F W	18	5	..	TE 2016 *
F1417.4	PULAU KARIMUN BESAR - Lubukkankong.N	01 00.25N 103 21.18 E	FI W 4s	15	12	White beacon 9	fl 0.5. Ra refl. TE 2016 *
F1417.42	---	01 00.18N 103 21.02 E	FI R 4s	15	12	Red □ on red beacon 9	fl 0.5. Ra refl. TE 2016 *
F1417.43	---	00 59.96N 103 21.21 E	FI G 5s	15	12	Green △ on green beacon 9	fl 0.5. Ra refl. TE 2016 *
F1417.5	- Tg Rambut	00 59.70 N 103 26.73 E *	FI(3)W 20s	41	18	White framework tower 40	(fl 0.5, ec 3) x 2, fl 0.5, ec 12.5
F1417.6	Tg Balai. Karimun River	01 02.05 N 103 28.00 E *	FI(2)W 5s	12	12	Black 8 on black beacon, red band 20	fl 0.5, ec 1, fl 0.5, ec 3
F9323	PORTO NOVO AND TIRUKKADAIYAR OILFIELD - ESE of Coleroon River. FPSO Cauvery Basin ---	11 17.65N 80 00.25E ..	FI W 15s Horn Mo(U) 15s	..	10	Storage tanker	Other installations, some marked by lights, exist in this field

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. 15 dated 01Aug2016)

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

Insert entry above **Energy Determination Lt Buoy**

EG Lt Buoy No 3	24°26'.46N 52°41'.45E	994701137		Real	
EG Lt Buoy No 4	24°27'.31N 52°41'.67E	994701138		Real	
EG Lt Buoy No 5	24°24'.72N 52°41'.37E	994701139		Real	
EG Lt Buoy No 6	24°24'.65N 52°41'.57E	994701140		Real	
EG Lt Buoy No 7	24°23'.98N 52°41'.36E	994701141		Real	
EG Lt Buoy No 8	24°23'.98N 52°41'.54E	994701142		Real	

(Source: BA 30/16)

(16 /16)

PAGE 48, UNITED ARAB EMIRATES (Persian Gulf Coast) (470)

Insert entry above **Jebel Ali Lt Buoy**

Ghasha Lt Buoy	24°25'.89N 52°34'.48E	994701147		Real	
Jabal Az Zannah Lt Buoy No 1	24°24'.49N 52°36'.45E	994071109		Real	
Jabal Az Zannah Lt Buoy No 2	24°24'.48N 52°37'.19E	994701110		Real	
Jabal Az Zannah Lt Buoy No 3	24°23'.88N 52°37'.30E	994701111		Real	
Jabal Az Zannah Lt Buoy No 4	24°24'.12N 52°37'.74E	994701112		Real	
Jabal Az Zannah Lt Buoy No 5	24°23'.13N 52°38'.41E	994701113		Real	
Jabal Az Zannah Lt Buoy No 6	24°23'.44N 52°38'.75E	994701114		Real	
Jabal Az Zannah Lt Buoy No 7	24°22'.62N 52°38'.99E	994701115		Real	
Jabal Az Zannah Lt Buoy No 8	24°22'.90N 52°39'.30E	994701116		Real	
Jabal Az Zannah Lt Buoy No 9	24°21'.75N 52°40'.25E	994701117		Real	
Jabal Az Zannah Lt Buoy No 10	24°21'.86N 52°40'.38E	994701118		Real	
Jabal Az Zannah Lt Buoy No 11	24°21'.07N 52°40'.99E	994701119		Real	
Jabal Az Zannah Lt Buoy No 12	24°21'.17N 52°41'.13E	994701120		Real	
Jabal Az Zannah Lt Buoy No 13	24°20'.60N 52°41'.49E	994701121		Real	
Jabal Az Zannah Lt Buoy No 14	24°20'.57N 52°41'.76E	994701122		Real	
Jabal Az Zannah Lt Buoy No 15	24°19'.99N 52°41'.81E	994701123		Real	
Jabal Az Zannah Lt Buoy No 16	24°20'.01N 52°42'.31E	994701124		Real	

8.2

Jabal Az Zannah Lt Buoy No 17	24°19'.10N 52°41'.41E	994701125		Real	
Jabal Az Zannah Lt Buoy No 18	24°18'.82N 52°41'.88E	994701126		Real	
Jabal Az Zannah Lt Buoy No 19	24°17'.85N 52°40'.64E	994701136		Real	
Jabal Az Zannah Lt Buoy No 20	24°17'.87N 52°41'.54E	994701127		Real	

*(Source: BA 30/16)**(16/16)***PAGE 48, UNITED ARAB EMIRATES (Persian Gulf Coast) (470)***Insert entry above Neptune Wreck Lt Buoy*

Najwat Ghasha Lt Buoy No 2	24°25'.41N 52°35'.72E	994701145		Real	
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*(Source: BA 30/16)**(16/16)***PAGE 48, UNITED ARAB EMIRATES (Persian Gulf Coast) (470)***Insert entry above Rahim Wreck Lt Buoy*

North Channel Lt Buoy	24°29'.54N 52°41'.63E	994701148		Real	
North Yas Lt Buoy	24°22'.57N 52°39'.35E	994701128		Real	

*(Source: BA 30/16)**(16/16)***PAGE 48, UNITED ARAB EMIRATES (Persian Gulf Coast) (470)***Insert entry above Ruwais Port B Approach Lt Buoy*

Ruwais Outer Fairway Lt Buoy	24°45'.90N 52°53'.26E	994701146		Real	
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*(Source: BA 30/16)**(16/16)***PAGE 48, UNITED ARAB EMIRATES (Persian Gulf Coast) (470)***Insert entry above Yasat Ali Lt*

South Yas Lt Buoy	24°18'.30N 52°40'.94E	994701129		Real	
Yas Lt Buoy No 1	24°21'.78N 52°39'.61E	994701130		Real	
Yas Lt Buoy No 2	24°21'.84N 52°39'.78E	994701131		Real	
Yas Lt Buoy No 3	24°20'.80N 52°40'.12E	994701132		Real	
Yas Lt Buoy No 4	24°20'.88N 52°40'.30E	994701133		Real	
Yas Lt Buoy No 5	24°19'.77N 52°40'.32E	994701134		Real	
Yas Lt Buoy No 6	24°19'.78N 52°40'.50E	994701135		Real	

*(Source: BA 30/16)**(16/16)***PAGE 82, TABLE 1***Insert entry below 01 JULY 2012*

1 Jan 2016	37 seconds	27 seconds	30/16
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*(Source: BA 30/16)**(16/16)*

8.3

INP 31(5), 2011

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

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.

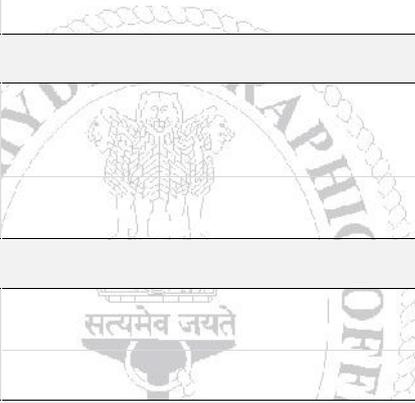
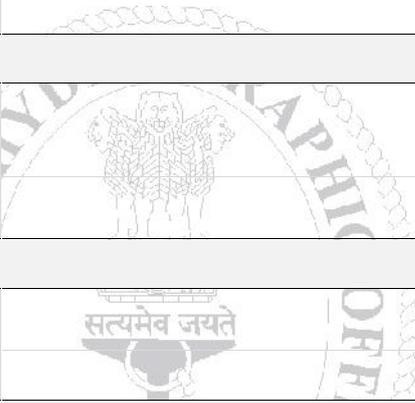
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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

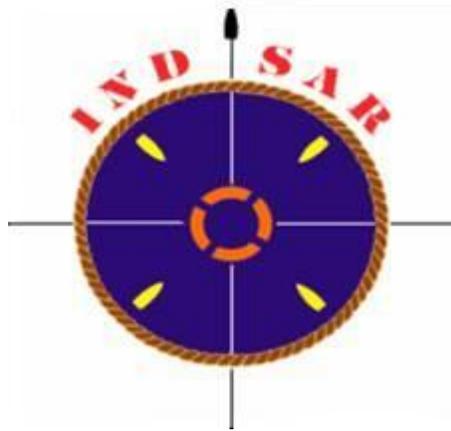


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes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

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

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

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



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC