

INDIAN NOTICES TO MARINERS



EDITION NO. 22 DATED 16 NOV 2015

(CONTAINS NOTICES 175 TO 186)

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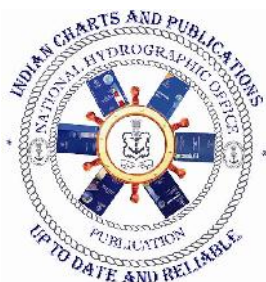
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(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)

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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

1. The new edition Indian Electronic Navigational 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>
IN52077A	2077	APPROACHES TO PAVAS BAY	12-11-2015

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>
IN54002M	4002	PORT MOUNT AND APPROACHES	13-12-2012
IN52077A	2077	APPROACHES TO PAVAS BAY	31-10-2013

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2035	KALPENI AND CHERIYAM ISLAND	25,000	New Chart
2004 (INT 7359)	KOCHI HARBOUR	25,000	New Chart
2020	MORMUGAO & PANAJI	25,000	New Chart
2041	DEVGARH HARBOUR	25,000	New Chart
	MALVAN ANCHORAGE	15,000	
2105	JAIGARH & ANGRE PORTS	12,500	New Edition
2323	MKOKONI	25,000	New Chart

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.ukho.gov.uk	M/s Jeppesen Norway AS Hovalandsveien 52 PO Box 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 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 175 to 186 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
31	5	180
41 (INT 757)	5	184 (T)
204	2	176
208	2	177
224	4	183 (P)
252 (INT 7325)	2	176
262 (INT 7365)	4	183 (P)
268 (INT 7353)	4	186 (T)
271	2	176
273	4	186 (T)
408	6	185 (T)
409	6	185 (T)
472 (INT 7032)	6	185 (T)
2028	3	178
2029 (INT 7358)	3	179
2039	2	177
2045 (INT 7360)	3	179
2055	2	175
2074	3	178
2075 (INT 7366)	4	183 (P)
2077	3	178
2102	2	177
3002 (INT 7410)	5	180
3010 (INT 7418)	5	181
3011 (INT 7421)	5	182
3041	5	180
4039	6	185 (T)
4182	6	185 (T)
4205	7	185 (T)

SECTION – II

PERMANENT NOTICES

***175 (22/15) Miscellaneous updates to charts.**

Source: NHO Dehradun.		
Chart	Previous Updates	Details
2055	172/15	For: legend, “Anchorage A for Vessels above 4000 GRT, centered on: 20° 43′.38N., 70° 39′.60E. Read: legend, “Anchorage A for Vessels upto 4000 GRT, centered on: 20° 43′.38N., 70° 39′.60E.

***176 (22/15) INDIA – WEST COAST – Dwarka to Navibandar – Foul.**

Source: Coastal Marine Construction & Engineering Ltd.

Chart 271 [previous update 114/15]

Insert # 21° 57′.00N., 69° 09′.18E.

Chart 252 (INT 7325) [previous update 113/15]

Insert # 21° 57′.00N., 69° 09′.18E.

Chart 204 [previous update 113/15]

Insert # 21° 57′.00N., 69° 09′.18E.

***177 (22/15) INDIA – WEST COAST – Bhavnagar Port – Foul.**

Source: VTS Khambhat.

Chart 208 [previous update 166/15]

Insert # 21° 40′.67N., 72° 24′.87E.

Chart 2039 [previous update 166/15]

Insert # 21° 40′.66N., 72° 24′.89E.

Chart 2102 [previous update 130/15]

Insert # 21° 40′.70N., 72° 24′.86E.

***178 (22/15) INDIA – WEST COAST – Approaches to Ratnagiri – Port limit.**

Source: Ratnagiri Port.

Chart 2028 [previous update 201/14]

Insert Port limit, pecked line, joining: 16° 52′.80N., 73° 17′.16E. (Shore)

16° 52′.80N., 73° 06′.80E.

17° 04′.50N., 73° 06′.80E.

17° 04′.50N., 73° 17′.30E. (Shore)

legend, “Limit of Port of Ratnagiri” , centered on: 16° 52′.85N., 73° 12′.60E.

17° 00′.00N., 73° 06′.85E.

17° 04′.45N., 73° 12′.60E.

Chart 2077 [previous update 192/13]

Insert Port limit, pecked line, joining: 16° 52′.80N., 73° 10′.00E. (W Border)

16° 52′.80N., 73° 17′.16E. (Shore)

legend, “Limit of Port of Ratnagiri” , centered on: 16° 52′.82N., 73° 13′.00E.

Chart 2074 [previous update 192/13]

Insert Port limit, pecked line, joining: 16° 52′.80N., 73° 14′.30E. (W Border)

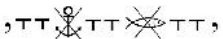
16° 52′.80N., 73° 17′.16E. (Shore)

legend, “Limit of Port of Ratnagiri” , centered on: 16° 52′.82N., 73° 15′.70 E.

***179 (22/15) INDIA – WEST COAST – Port of Kochi – Restricted Area. Legend. Buoys.**

Source: NHO.

Chart 2045 (INT 7360) [previous update 168/14]

Insert limit of restricted area  joining: 09° 57' 90N., 76° 14' 26E.
 09° 57' 94N., 76° 14' 20E.
 09° 57' 16N., 76° 13' 53E. (W Border)
 and
 09° 56' 92N., 76° 13' 53E. (W Border)
 09° 57' 67N., 76° 14' 15E.
 09° 57' 80N., 76° 15' 85E.
 09° 58' 02N., 76° 16' 68E.
 09° 57' 85N., 76° 16' 56E.
 09° 57' 84N., 76° 15' 75E.
 09° 57' 75N., 76° 15' 81E.

legend, “Low Wharf”, centered on:

Delete  Fl.R.3s
 R E8
 Fl.G.3s
 G E5


Chart 2029 (INT 7358) [previous update 091/15]

Insert legend, “Submarine Cable (see Note)”, centered on: 09° 46' 70N., 76° 04' 70E.
 accompanying note, “Submarine Cable”, centered on: 10° 07' 40N., 76° 15' 80E.

***180 (22/15) INDIA – EAST COAST – Visakhapatnam Harbour – Lights.**

Source: NHO.

Chart 31 [previous update 162/15]

Amend light to, Fl.10s32M 17° 40' 00N., 83° 17' 00E.

Chart 3002 (INT7410) [previous update 164/15]

Delete  Fl(2)R.5s10m5M 17° 41' 07N., 83° 18' 70E.

***181 (22/15) INDIA – EAST COAST – Paradip Port – Buoy. Legend.**

Source: NHO.

Chart 3041 [previous update 146/15]

Delete  Fl.R.4S 20° 15' 29N., 86° 41' 07E.

Chart 3010 (INT 7418) [previous update 146/15]

Insert legend, “2Lts≠332.10”, centered on: 20° 16' 13N., 86° 40' 39E.

legend, “3Lts≠300.10”, centered on: 20° 13' 15N., 86° 45' 45E.

Delete  Fl.R.4S 20° 15' 29N., 86° 41' 07E.

Chart 3010 (INT 7418) (PLAN) [previous update 146/15]

Delete  Fl.R.4S 20° 15' 29N., 86° 41' 07E.

***182 (22/15) INDIA – EAST COAST – Approaches to Hugli River – Groyne.**

Source: Kolkata Port Trust.

Chart 3011 (INT7421) [previous update 048/15]

Delete Groyne No 26, single firm line, joining: (a) 21° 46′·70N., 87° 57′·06E.
21° 46′·72N., 87° 57′·09E.
21° 46′·47N., 87° 57′·33E.
21° 46′·11N., 87° 57′·43E.
21° 46′·09N., 87° 57′·40E.
21° 46′·45N., 87° 57′·30E.
(a) above

Former INM 145(T)/11 is cancelled.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***183(P)/(22/15) INDIA – WEST COAST – Tuticorin Harbour – Breakwater.**

Source: NHO

1. Construction of breakwater is in progress IN Tuticorin Harbour in the below mentioned area:

SI no	Position
(a)	08°49′.578N 078°10′.066E
(b)	08°49′.587N 078°10′.071E
(c)	08°49′.559N 078°10′.108E
(d)	08°49′.518N 078°10′.143E
(e)	08°49′.089N 078°10′.297E
(f)	08°49′.086N 078°10′.290E
(g)	08°49′.512N 078°10′.138E
(h)	08°49′.555N 078°10′.103E
(j)	08°49′.578N 078°10′.066E

3. All positions are referred to WGS84 datum.
4. Mariners are advised to navigate with caution in the area and contact local port authorities for more information.

Charts affected – 262 (INT 7365) –224 – 2075 (INT 7366).

***184 (T) (22/15) ANDAMAN SEA – Myanmar – Wellhead Platform – Intrafield Pipeline.**

Source: Myanmar Navy.

1. Wellhead platform installation, intrafield pipeline installation, hookup and commissioning will be carried out by barge Lanjang, H Yang Shi You-289, Lanjing and accommodation barge Natuna from 05 Oct 15 to 15 May 16 in below mentioned area:

Location	Position
WP 4	14° 01′.56N., 95° 49′.35E.
WP 5	14° 24′.53N., 96° 02′.04E.
WP 6	14° 08′.48N., 95° 51′.41E.
WP 7	14° 10′.63N., 96° 04′.80E.

2. During the survey period unauthorized navigation, anchoring, fishing, and trawling are prohibited within 04 KM from above mentioned area.
3. Mariners are advised to navigate with caution in the area.

Charts Affected – 41 (INT 757)

***185 (T) (22/15) INDIA – Andaman Sea – Lights.**

Source: NHO.

1. Following lights are temporarily unlit.

SI No	Position	Light Characteristics	Charts Affected
01	06° 59′.19N., 93° 55′.60E.	FL(2).10s45m6M	472, 409, 4182, 4039
02	06° 59′.45N., 93° 56′.28E.	Fl.5s	4182, 4039
03	07° 00′.42N., 93° 55′.09E.	Fl.5s22m5M	4182, 4039
04	07° 00′.44N., 93° 55′.08E.	Q.10m5M	4182, 4039
05	07° 55′.76N., 93° 34′.58E.	FL(2).15s22m10M	472, 408, 409, 4205

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

***186 (T) (22/15) INDIA – Central Lakshadweep – Light.**

Source: NHO.

1. Suhelipar light in position 10° 02′.35N., 72° 17′.08E. is temporarily unlit.
2. Mariners are advised to navigate with caution in the area and contact local port authorities for more details. .

Charts Affected – 268 (INT 7353) – 273

SECTION – IV **MARINE INFORMATION**

1. **NAVTEX TRANSMISSION**

MSI Promulgation by NAVTEX Stations at Mumbai and Chennai are temporarily out of operation.

(Source – DG Shipping)

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.

Distribution of Indian Paper Charts and Nautical Publications

Indian Nautical Charts and Publications from National Hydrographic Office, India are now available globally. Details of overseas chart agents are as follows:-

<p>JEPPESEN MARINE Jeppesen Norway AS P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: info@c-map.no Site: www.c-map.no</p>	<p>C-Map US Commercial 133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America Ph: +1 (508) 477 8010 Fax: +1 (508) 539 4381 Email: info@c-map.com</p>	<p>C-Map (UK) Ltd. Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: info@c-map.co.uk</p>
<p>Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, 08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com</p>	<p>Bogerd Martin NV, Oude Leeuwenrui 37 2000 Antwerp, Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: sales@martin.be Site: www.martin.be</p>	<p>Bogerd Martin Tianjin(China Branch) 2-B101 FTZ Hi-Tech Development Centre 131 Haibin 9 Road 300461 Tianjin China Ph: +86 22 257 62 721 Fax: +86 22 257 62 722 Email: charts-tj@martin.cn</p>
<p>C-Map Holland Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie cor@chartworx.nl</p>		

List of Indian Chart Agents.

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SECTION – V
NAVAREA – VIII WARNINGS IN FORCE

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2012.
2. NAVAREA VIII Warnings in force as on 15 Nov 15:

2014 SERIES – 676

2015 SERIES – 124 287 288 298 334 386 408 439 445 484 486 498 507 514 556 565 567 573 582
616 633 635 644 646 672 673 676 686 694 705 706 707 708 710 711 712 720 721 723 725 726
728 729 732 735 737 739 741 742 743 747 748 749 750 751 752 753 754 755 756 757 758
759 760 761 762 763

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

724. India West Coast – Goa. Charts 22 214 215 257 293 2020 2078 INT 71. Firing by Naval Coast battery scheduled from 0330-0630 UTC on 06 Nov 15

2. Danger area bounded by 220 TO 260 bearing from MPT building on Mormugao head up to 10 NM seaward. safe flying Ht 6.5KM
3. Cancel this MSG 060730 UTC Nov 15.

725. India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706.

1. Army air defence firing scheduled from 2330-1730 UTC daily on 06-10, 18-21, 22-28 Nov 15 in 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 42 NM radius joining point (b) and (c)
Safe flying HT 24.4 KM for 06-10 Nov and 6.1 KM for 18-21 and 22-28 Nov 15
2. BPTA flight scheduled from 2330-1730 UTC daily ON 06-10, 18-21, 22-28, Nov 15 in area bounded by (a) 19-17.67N 084-55.21E (b) 19-10.75N 084-47.38E
(c) 18-56.03N 084-52.64E (d) 19-12.33N 085-14.92E
Safe flying HT 1.6 KM
3. Lakshya (ISPTA) launch scheduled from 2330-1730 UTC daily on 06-10 Nov 15 in area bounded by (a) 19-20.21N 084-58.36E (b) 19-10.61N 084-47.71E
(c) 18-32.08N 084-51.24E (d) 19-11.27N 085-44.28E
Safe flying HT 2.2 KM and range 60 KM
4. No Over flight and vessels permitted in area
5. Cancel this MSG 281830 UTC Nov 15.

726. Cancel NAVAREA VIII 717. India west Coast. Charts 21 22 293 INT 71. rig list correct at 021000 UTC Nov 15

ABAN ICE	18-45.02N 071-55.42E
ABAN III	19-22.07N 071-26.07E
ABAN IV	19-29.79N 071-19.83E
DISCOVERY-1	19-12.50N 072-02.24E
DYNAMIC VISION	18-39.23N 070-58.86E
DEEP SEA FORTUNE	19-40.14N 072-00.34E
DEEP SEA FOSSIL	18-41.47N 072-20.88E
GREAT DRILLER CHAAYA	18-32.68N 072-13.98E
GREATDRILL CHETNA	21-37.38N 068-26.55E
GREATDRILL CHITRA	19-21.10N 071-47.20E
GREATDRILL CHAARU	18-59.30N 072-16.58E
HARVEY H WARD	19-32.84N 071-22.80E
JINDAL STAR	18-36.20N 072-13.99E
JT ANGEL	20-03.49N 071-23.92E
KEDARNATH	20-17.68N 071-55.90E
MERCURY FOCUS	21-18.12N 072-31.64E
NOBLE ED HOLT	19-01.90N 071-32.57E NEW
PARAGON L-786	18-31.16N 072-14.46E
PARAGON M 1161	19-17.55N 071-16.91E
RON TAPMEYAR	19-16.42N 071-26.87E
SAGAR GAURAV	19-07.88N 070-58.50E
SAGAR SHAKTI	19-39.70N 071-04.71E
SAGAR JYOTI	19-25.14N 071-15.83E
SAGAR KIRAN	18-44.50N 072-19.63E
SAGAR LAXMI	20-58.00N 071-33.00E
SAGAR PRAGATI	20-58.00N 071-33.00E
SAGAR UDAY	19-07.35N 072-06.45E
SUNDOWNER VII	18-38.79N 072-14.94E
TRIDENT XII	18-45.23N 072-18.00E

726.	Continued. VICTORY DRILLER VIRTUE-I VALIANT DRILLER 2. Wide berth requested.	19-25.36N 071-19.56E NEW 18-58.44N 071-37.44E 19-19.46N 071-14.10E
727.	Indian Ocean – Off Reunion Island. Charts INT 71. Naval Gunnery Exercise scheduled from 040300 – 040700 and 041000-041400 UTC Nov 15 in area bounded by 21-12.00S 054-57.00E, 21-39.02S 054-33.30E, 21-19.30S 054-25.54E, 21-26.00S 055-02.30E 2. Cancel this MSG 041500 UTC Nov 15.	
728.	Andaman Sea – Myanmar Waters. CHARTS 41 INT 71. MV Sanco sword will progress Seismic survey from 04 Nov 15 TO 04 Feb 16 in area bounded BY 13-48.64N 095-45.93E, 13-48.75N 095-51.08E, 13-24.51N 095-51.08E, 13-24.46N 095-20.71E, 2. Unauthorized navigation, fishing and trawling prohibited within 4 Km from survey area 3. Cancel this MSG 050001 UTC Feb 15.	
729.	Andaman Sea – Myanmar Waters. Charts 41 INT 71 . West Vencedor progressing drilling operations till 30 Jul 16 in area 13-02.96N 096-52.12E 2. Unauthorized navigation, fishing and trawling prohibited within 4 KM from survey area 3. Cancel this MSG 302359 UTC Jul 16.	
730.	India West Coast – Porbander Chart 204 INT 71. Partially submerged orange colour unlit metal buoy reported adrift in position 21-34.92N 069-29.04E 2. Cancel this MSG 061000 UTC Nov 15	
731.	Indian Ocean – Off Reunion Island. Charts INT 71 . Naval gunnery exercise scheduled from 050300 – 050700 and 051000-051400 UTC Nov 15 in area bounded by 21-12.00S 054-57.00E, 21-39.02S 054-33.30E, 21-19.30S 054-25.54E, 21-26.00S 055-02.30E 2. Cancel this MSG 051500 UTC Nov 15.	
732.	India West Coast – Off Mumbai. Chart 292 INT 71. Survey Vessel MV Albatross-19 progressing Geophysical survey till 19 NOV 15 in areas (A) 19-42.55N 071-10.57E, 19-42.28N 071-30.18E, 19-12.70N 071-29.72E, 19-12.95N 071-10.16E (B) 18-36.78N 071-00.90E, 18-36.77N 071-02.32E, 18-35.42N 071-02.30E, 18-35.43N 071-00.88E (C) 20-46.60N 071-46.52E, 20-45.95N 072-22.77E, 20-01.67 072-21.80E, 20-02.30N 071-45.73E (D) 19-15.15N 071-30.52E, 19-14.53N 072-10.70E, 18-56.40N 072-10.35E, 18-57.00N 071-30.25E (E) 18-48.53N 072-11.03E, 18-48.32N 072-23.67E, 18-27.80N 072-23.27E, 18-28.02N 072-10.67E 2. Wide berth around the vessel requested 3. Cancel this MSG 191830 UTC Nov 15.	
733.	Indian Ocean – Bay of Bengal. Charts 31 32 351 352 INT 71 INT 706. Experimental flight trial scheduled from ITR on 09 and 10 NOV 15 from 0330-0730 UTC 15 in zone bounded by 20-48.43N 087-00.57E, 18-12.37N 086-07.11E, 10-53.24S 087-05.29E, 10-46.70S 089-44.37E, 10-27.16S 092-22.24E, 18-24.16N 088-30.44E, 20-49.15N 087-09.37E 2. No over flight and shipping permitted in danger zone 3. Cancel this MSG 100830 UTC Nov 15.	
734.	India West Coast – Off Okha . Chart 21 INT 71. RV Samudra Shaudhikama progressing geophysical survey till 30 Dec 15 in AREA bounded by Area 1 22-55.20N 068-33.60E, 22-45.00N 068-27.00 E, 23-00.00N 068-03.60E, 23-09.60N 068-12.60E Area 2 22-33.75N 069-46.77E, 22-36.00E 069-07.80 E, 22-32.01N 069-03.01E, 22-38.40N 069-04.80E 2. Wide berth requested 3. Cancel this MSG 301830 UTC Dec 15.	
735.	India West Coast – Dighi Harbour. CHARTS 2036 2103. All channel marking buoys of Dighi harbour unlit for maintenance.	
736.	Lakshadweep Sea. Chart 273 INT 71. SLFV Sandalee-04 reported adrift due to engine failure with 06 crew in vicinity of 07-32N 073-28E 2. Cancel this MSG 071000 UTC Nov 15.	
737.	India West Coast – Gulf of Khambhat. Charts 21 207 208 INT 71. Following buoys in Narmada channel unlit Buoy No Position 04 20-44.5N 072-03.0E 06 20-52.8N 072-06.0E 09 21-02.5N 072-09.2E	
738.	North Indian Ocean. Chart INT 71. SLFV Basuru-01 reported adrift with 06 crew in vicinity 03-37N 090-40E due to shaft broken. 2. Cancel this MSG 081000 UTC Nov 15.	
739.	Cancel NAVAREA VIII 734/15. India West Coast – Off Okha. Chart 21 INT 71. RV Samudra shaudhikama progressing geophysical survey till 30 Nov 15 in area bounded by Area 1 22-55.20N 068-33.60E, 22-45.00N 068-27.00 E, 23-00.00N 068-03.60E, 23-09.60N 068-12.60E Area 2 22-33.75N 069-46.77E, 22-36.00E 069-07.80 E, 22-32.01N 069-03.01E, 22-38.40N 069-04.80E 2. Wide Berth requested 3. Cancel this MSG 301830 UTC Nov.	

740. Andaman Sea – Off South Andaman. Charts 41 405 473 4030 INT 71. Firing practice on passage island scheduled on 12 Nov 15 from 0930-1030 UTC in area bounded by 11-17N 092-34E, 11-05N 092-34E, 11-05N 092-48E, 11-17N 092-48E. Safe flying HT 6KM 2. Cancel this MSG 121130 UTC Nov 15.
741. Navarea VIII Warnings in force as on 06 Nov 15 2014 Series – 676 2015 Series – 124 287 288 298 334 386 408 439 445 484 486 498 507 514 556 565 567 573 582 616 633 635 644 646 672 673 676 686 694 705 706 707 708 710 711 712 715 716 720 721 723 725 726 728 729 732 733 735 736 737 738 739 740 (a) NAVAREA VIII Warnings less than 42 days old promulgated via SafetyNet (b) Text of NAVAREA VIII warnings in force including those which no longer broadcast available on www.hydrobharat.nic.in (c) Cancel this MSG 131000 UTC Nov 15.
742. Lakshadweep Sea. Charts 22 INT 71. Man overboard reported from fishing boat 052030 UTC Nov in POSITION 07-20N 077-14E
743. India West Coast – Gulf of Khambhat. Charts 208. Gopnath DGPS (21-12N 072-07E) OFF AIR.
744. India West Coast – Arabian Sea. Chart 293 INT 71. Unmanned small capsized boat of Blue/white colour sighted in vicinity of 15-49N 072-07E. 2. Cancel this MSG 121000 UTC Nov 15.
745. Cancel NAVAREA VIII 715 733/15 and this MSG.
746. Bay of Bengal. Chart INT 71. SLFV Ishan Putha reported adrift with crew in vicinity of 10-56N 086-02E 2. Cancel this MSG 121000 UTC Nov 15.
747. Cancel NAVAREA VIII 716. India East Coast – Bay of Bengal. Charts 31 391. Rig list correct at 101001 UTC Nov 15 DDKG-2 17-03.50N 082-30.00E NEW MPW RIG 805 16-40.12N 082-25.68E PLATINUM EXPLORER 16-28.20N 082-28.60E SAGAR RATNA 16-22.73N 082-01.39E SAGAR BHUSAN 16-04.63N 081-38.16E 2. Wide berth requested.
748. India West Coast – Gulf of Khambhat and Mumbai. Charts 254 255 INT 71. MV Revti progressing survey till 20 Nov along 1 KM on either side of lines 20-58.5N 072-43.2E, 20-44.1N 072-42.8E and 18-51.3N 072-54.5E, 18-49.5N 072-48.3E 2. Wide berth requested 3. Cancel this MSG 201830 UTC Nov 15.
749. Bay of Bengal – Charts 33 INT 71. Small capsized orange and black fishing boat sighted 110735 UTC Nov 15 in vicinity of 07-55N 086-11.2E. 2. Cancel this MSG 151000 UTC Nov 15.
750. Indian Ocean – Off Reunion Island. Charts INT 71. Naval gunnery exercise scheduled from 121000 – 121500 and 130400-131900 UTC Nov 15 in area bounded by 21-12.00S 054-57.00E, 21-39.02S 054-33.30E, 21-19.30S 054-25.54E, 21-26.00S 055-02.30E 2. Cancel this MSG 132000 UTC Nov 15.
751. Indian Ocean – Reunion Island. Charts INT 72. Wooden beam reported adrift 100530 UTC Nov 15 in vicinity 21-03.28S 055-11.65E. 2. Cancel this MSG 151000 UTC Nov 15.
752. Indian Ocean – Off Dondra Head. Charts 32 INT 71. Space junk of 02 Mtrs dia predicted to fall at 130548 UTC Nov 15 in vicinity of 05.55N 080.89E. Danger zone declared from 0500-0700 UTC on 13 Nov 15 in area bounded by 06-17.21N 078-44.08E, 05-42.27N 081-24.03E, 04-56.7N 081-13.4E, 05-32.52N 078-33.45E. 2. Cancel this MSG 130800 UTC Nov 15.
753. India East Coast – Bay of Bengal. Charts 31 INT 706. RV Samudra Kaustubh progressing survey and mineral exploration in areas bounded by 20-38.58N 087-46.25E, 20-46.36N 088-00.71E, 20-34.58N 088-03.53E, 20-34.58N 087-48.53E TILL 26 Nov and 18-04.75N 083-43.06E, 18-02.53N 083-44.75E, 18-07.90 083-47.46E, 18-05.75N 083-49.21E from 29 Nov- 21 Dec . 2. Wide berth of 05 NM around vessel requested. 3. Cancel this MSG 211830 UTC Dec 15.
754. India East Coast – Off Vishakhapatnam. Charts 31 308 INT 71. Experimental flight trial scheduled from ITR daily from 17-19 NOV 15 from 0430-1030 UTC in danger zone bounded BY 17-19.80N 083-28.80E, 17-19.80N 083-42.00E, 17-30.00N 083-42.00E, 17-30.00N 083-28.80E. Height of danger zone 5 KM. 2. No over flight and shipping permitted in danger zone. 3. Cancel this MSG 191130 UTC Nov 15.

<p>755. India West Coast - Off Trivandrum .Charts 22 32 222 INT 71. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 18 NOV 15 from 0530-0730 UTC</p> <p>2. Danger zone</p> <p>(a) Sector of radius 05 NM from Thumba between azimuth 190 and 300.</p> <p>(b) Sector of radii 45 and 75 NM from Thumba between azimuth 220 and 260.</p> <p>3. No over flight and shipping permitted in danger zone.</p> <p>4. Cancel this MSG 180830 UTC Nov 15.</p>								
<p>756. India East Coast – Bay of Bengal. Charts 31 32 INT 706. Missile firing by naval ships scheduled on 18 Nov from 0730 – 1630 UTC and 19 Nov 15 from 0230-0830 UTC in area bounded by 15-30N 083-24E, 16-14N 084-00E, 15-34N 084-46E, 15-08N 084-24E.</p> <p>2. Safe flying HT 22 KM.</p> <p>3. Cancel this MSG 190930 UTC Nov 15.</p>								
<p>757. India West Coast – Off Netrani Island. Charts 22 216 257 293 2072 INT 71. Firing by Naval ships scheduled on 18 Nov 15 from 0130-1230 UTC in area bounded by 13-56.20N 074-13.60E, 14-07.20N 074-25.07E, 14-07.20N 074-13.60E, 13-55.20N 074-25.07E.</p> <p>2. Safe flying HT 3.5 KM.</p> <p>3. Cancel this MSG 181330 UTC Nov 15.</p>								
<p>758. Arabian Sea – Porbandar. Charts 292 INT 71. Porbandar DGPS (21-37N 069-37 E) off from 16 - 20 Nov.</p> <p>2. Cancel this MSG 201830 UTC Nov 15.</p>								
<p>759. Cancel NAVAREA VIII 742 and this MSG.</p>								
<p>760. Cancel NAVAREA VIII 747. India East Coast – Bay of Bengal. Charts 31 391. Rig list correct at 131006 UTC Nov 15.</p> <table> <tr> <td>MPW RIG 805</td> <td>16-40.12N 082-25.68E</td> </tr> <tr> <td>PLATINUM EXPLORER</td> <td>16-28.20N 082-28.60E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-22.73N 082-01.39E</td> </tr> <tr> <td>SAGAR BHUSAN</td> <td>16-04.63N 081-38.16E</td> </tr> </table> <p>2. WIDE BERTH REQUESTED</p>	MPW RIG 805	16-40.12N 082-25.68E	PLATINUM EXPLORER	16-28.20N 082-28.60E	SAGAR RATNA	16-22.73N 082-01.39E	SAGAR BHUSAN	16-04.63N 081-38.16E
MPW RIG 805	16-40.12N 082-25.68E							
PLATINUM EXPLORER	16-28.20N 082-28.60E							
SAGAR RATNA	16-22.73N 082-01.39E							
SAGAR BHUSAN	16-04.63N 081-38.16E							
<p>761. Cancel NAVAREA VIII 754. India East Coast – Off Vishakhapatnam. Charts 31 308 INT 71. Experimental flight trial scheduled from ITR daily from 19-21 NOV 15 from 0430-1030 UTC in danger zone bounded by 17-19.80N 083-28.80E, 17-19.80N 083-42.00E, 17-30.00N 083-42.00E, 17-30.00N 083-28.80E.</p> <p>Height of danger zone 5 KM.</p> <p>2. No over flight and shipping permitted in danger zone.</p> <p>3. Cancel this MSG 211130 UTC Nov 15.</p>								
<p>762. NAVAREA VIII warnings in Force as on 13 Nov 15</p> <p><u>2014 SERIES</u> – 676</p> <p><u>2015 SERIES</u> – 124 287 288 298 334 386 408 439 445 484 486 498 507 514 556 565 567 573 582 616 633 635 644 646 672 673 676 686 694 705 706 707 708 710 711 712 720 721 723 725 726 728 729 732 735 737 739 743 747 748 749 751 753 755 756 757 758 759 760 761</p> <p>(a) NAVAREA VIII warnings less than 42 days old promulgated via SafetyNet.</p> <p>(b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on www.hydrobharat.nic.in.</p> <p>(c) Cancel this MSG 191000 UTC Nov 15.</p>								
<p>763. North Indian Ocean. Chart INT 71. SLFV MITHUNIDUWA reported adrift in vicinity 03-35N 083-24E.</p> <p>2. Cancel this MSG 161000 UTC Nov 15.</p>								

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 16 dated 16Aug 2015)

NIL

INP 31(2), 2014

(Last correction: Edition No. 16 dated 16 Aug 2015)

RADAR BEACONS

PAGE 26, INDONESIA (Sumatera)

86270 Takong Lt Bn

Delete entry and replace by:

Takong Lt Bn	01°05'.90N 103°43'.20E					K		86270
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(Source: BA 44/15)

(22/15)

PAGE 77, Legal Time Table, row 15

Indonesia

Delete entry and replace by:

Indonesia				
(1) Western Zone (Bangka, Belitung, Jawa, Kalimantan Barat, Kalimantan Tengah and Sumatera)	-7	*		
(2) Central Zone (Kalimantan Selatan, Kalimantan Timur, Nusa Tenggara, Sulawesi and west Timor)	-8	*		
(3) Eastern Zone (Aru Island, Kai Island, Maluku, Papua and Tanimbar Island)	-9	*		

(Source: BA 45/15)

(22/15)

INP 31(5), 2011

(Last correction: Edition No. 16 dated 16 Aug2015)

NIL

8.2

INP 31(6), 2012

(Last correction: Edition No. 21 dated 01 Nov 2015)

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

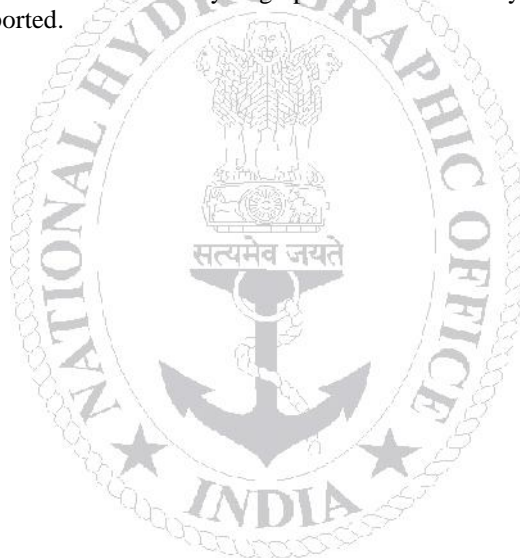
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be 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.

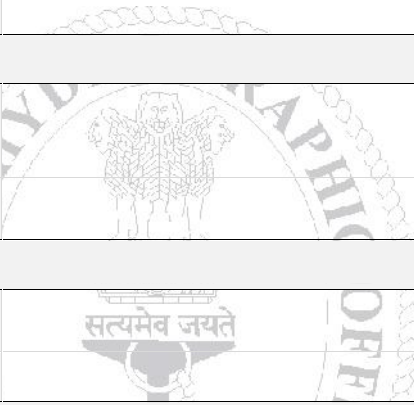
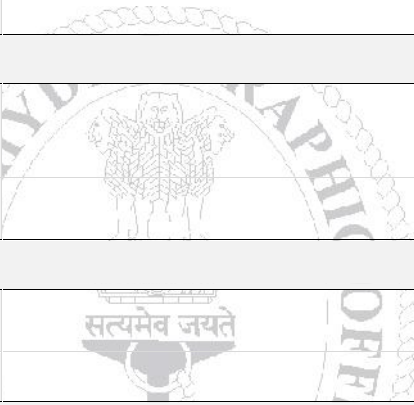
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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

To accompany Indian Notice to Mariners 179/15
Chart 2029 (INT 7358)

Submarine Cable

Mariners are advised not to anchor or trawl in the vicinity of submarine cable.



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