

INDIAN NOTICES TO MARINERS



EDITION NO. 08 DATED 16 APR 2016

(CONTAINS NOTICES 102 TO 109)

REACH US 24 x 7



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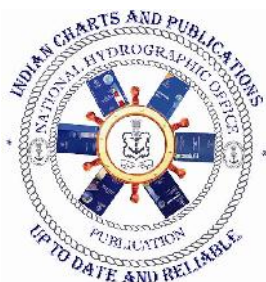
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(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)

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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 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>
IN52054B	2054	MADHWAD BAY	05-04-2016

2. 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>
IN52518M	2518	MANDA BAY	08-04-2016

3. 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>
IN52054M	2054	MADHWAD BAY	30-07-2010
IN52518M	2518	MANDA BAY	26-09-2014

4. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
202	JAKHAU TO DWARKA	1,50,000	New Chart
268 (INT 7353)	CENTRAL LAKSHADWEEP	3,00,000	New Chart
2010	KARWAR NAVAL HARBOUR	12,500	New Edition
2012	ALLEPPEY ANCHORAGE; VIZHINJAM ANCHORAGE	25,000	New Chart
2016 (INT 7336)	INNER APPROACHES TO MUMBAI	60,000	New Chart
2017	NAVLAKHI AND APPROACHES	25,000	New Chart
2034 (INT 7349)	HAZIRA PORT	10,000	New Edition
2036 (INT 7352)	DIGHI HARBOUR (MURUD-JANJIRA) AND APPROACHES	25,000	New Chart
2101 (INT 7347)	APPROCHES TO HAZIRA	37,500	New Chart
2108	ESSAR BULK TERMINAL	12,500	New Edition
2525	APPROACHES TO MANDA BAY	37,500	New Chart
3017	APPROACHES TO DHAMRA RIVER	50,000	New Chart

VI

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 102 to 109 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
41 (INT 757)	6	108 (T)
201	2	102
203 (INT 7319)	2	103
208	2	104
254 (INT 7331)	2	104
271	2	102
351 (INT 7419)	5	105
352 (INT 7416)	5	105
407	6	106
409	6	108 (T)
472 (INT 7032)	6	108 (T)
2051	2	103
2060	2	103
2068	2	103
2099	4	107
2102	2	104
2117	2	102
3010 (INT 7418)	5	105
3041	5	105
4036	6	108 (T)
7070 (INT 70)	1	109 (T)
7071 (INT 71)	1	109 (T)
7072 (INT 72)	1	109 (T)
7701 (INT 701)	1	109 (T)
8008	1	109 (T)

SECTION – II
PERMANENT NOTICES

***102 (08/16) India – West Coast – Koteswar Jetty – Sector Light. VTS.**

Source: VTS Kandla.

Chart 2117 [previous update 136/15]

Insert accompanying block showing sector light and VTS centered on: 23° 40′.44N., 68° 31′.64E.

Chart 271 [previous update 176/15]

Insert legend, VTS 23° 40′.44N., 68° 31′.64E.

Amend Range of light to 18M/10M 23° 40′.44N., 68° 31′.64E.

Chart 201 [previous update 136 /15]

Insert legend, VTS 23° 40′.44N., 68° 31′.64E.

Amend Range of light to 18M/10M 23° 40′.44N., 68° 31′.64E.

***103 (08/16) India – West Coast – Salaya Harbour – Buoys.**

Source: ESSAR Bulk Terminal Ltd.

Chart 203 (INT 7319) [previous update 082/16]

Insert  LFL.10s SR 22° 30′.22N., 69° 31′.33E.

Chart 2068 [previous update 093/16]

Insert  LFL.10s SR 22° 30′.22N., 69° 31′.33E.


Chart 2060 [previous update 092/16]

Insert  LFL.10s SR 22° 30′.26N., 69° 31′.32E.

 Fl.G.10s No.1-SR 22° 28′.94N., 69° 31′.71E.


 Fl.R.10s No.2-SR 22° 29′.00N., 69° 31′.92E.

 Fl(2)G.5s No.3-SR 22° 28′.01N., 69° 32′.14E.

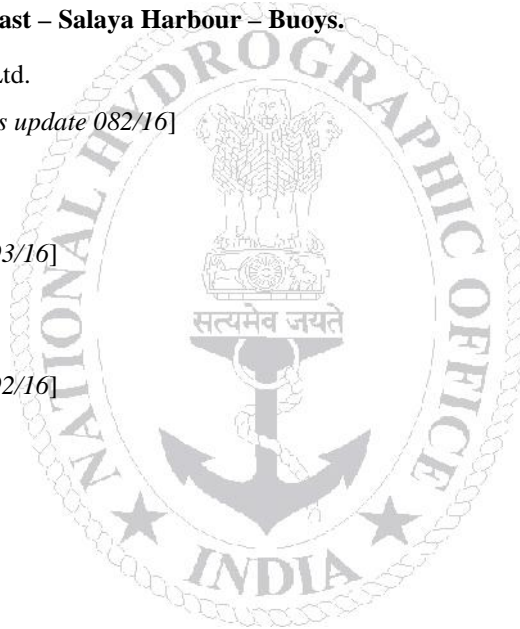
 Fl(2)R.5s No.4-SR 22° 28′.09N., 69° 32′.33E.

 Q.G No.5-SR 22° 27′.07N., 69° 32′.56E.

 Q.R No.6-SR 22° 27′.14N., 69° 32′.78E.

 Fl.G.10s No.7-SR 22° 26′.09N., 69° 32′.94E.

 Fl.R.10s No.8-SR 22° 26′.21N., 69° 33′.19E.



***103 (08/16) India – West Coast – Salaya Harbour – Buoys. Continued.**

Chart 2051 [previous update NC 31 Mar 15]

Insert

LFl.10s
SR

22° 30'·26N., 69° 31'·32E.

Fl.G.10s
No.1-SR

22° 28'·94N., 69° 31'·71E.

Fl.R.10s
No.2-SR

22° 29'·00N., 69° 31'·92E.

Fl(2)G.5s
No.3-SR

22° 28'·01N., 69° 32'·14E.

Fl(2)R.5s
No.4-SR

22° 28'·09N., 69° 32'·33E.

Q.G
No.5-SR

22° 27'·07N., 69° 32'·56E.

Q.R
No.6-SR

22° 27'·14N., 69° 32'·78E.

Fl.G.10s
No.7-SR

22° 26'·09N., 69° 32'·94E.

Fl.R.10s
No.8-SR

22° 26'·21N., 69° 33'·19E.

Fl(2)G.5s
No.9-SR

22° 25'·44N., 69° 33'·34E.

Fl(2)R.5s
No.10-SR

22° 25'·59N., 69° 33'·55E.

Q.G
No.11-SR

22° 25'·11N., 69° 33'·71E.

Q.R
No.12-SR

22° 25'·29N., 69° 33'·88E.

Fl.G.10s
No.13-SR

22° 24'·74N., 69° 34'·47E.

Fl.R.10s
No.14-SR

22° 24'·93N., 69° 34'·56E.

Fl(2)G.5s
No.15-SR

22° 24'·21N., 69° 35'·43E.

Fl(2)R.5s
No.16-SR

22° 24'·38N., 69° 35'·54E.

Q.G
No.17-SR

22° 23'·98N., 69° 35'·63E.

Q.R
No.18-SR

22° 24'·27N., 69° 35'·86E.

Fl.G.10s
No.19-SR

22° 23'·87N., 69° 35'·96E.

Fl.R.10s
No.20-SR

22° 24'·03N., 69° 36'·08E.

Fl(2)R.5s
No.21-SR

22° 23'·83N., 69° 36'·39E.

Q.R.10s
No.22-SR

22° 23'·67N., 69° 36'·63E.



***104 (08/16) India – West Coast – Bhavnagar Port – Foul.**

Source: VTS Khambhat.

Chart 254 (INT 7331) [previous update 094/16]

Insert # 21° 41′.47N., 72° 24′.71E.

Chart 208 [previous update 083/16]

Insert # 21° 41′.47N., 72° 24′.71E.

Chart 2102 [previous update 177/15]

Insert # 21° 41′.50N., 72° 24′.70E.


***105 (08/16) India – East Coast – Paradip Anchorage – Buoy.**

Source: Paradip Port Trust.

Chart 351 (INT 7419) [previous update 133/15]Delete  Fl.4s10M 20° 14′.13N., 86° 43′.13E.**Chart 352 (INT 7416)** [previous update 043/16]Delete  Fl.4s10M 20° 14′.13N., 86° 43′.13E.**Chart 3041** [previous update 043/16]Delete  Fl.4s 20° 14′.13N., 86° 43′.13E.**Chart 3010 (INT 7418)** [previous update 043/16]Delete  Fl.4s 20° 14′.13N., 86° 43′.13E.***106 (08/16) INDIA – ANDAMAN SEAS – Ten Degree Channel to Chowra Island – Submarine Exercise Area.**

Source: IHQ MoD (N)/ DNO

Chart 407 [previous update NC 31 Aug 15]

Insert limit of Submarine Exercise Area ,  , joining: 09° 24′.00N., 92° 26′.00E. (E Border)
 09° 24′.00N., 93° 18′.00E. (W Border)
 legend, “Submarine Exercise Area (see Note), centered on: 09° 24′.40N., 92° 53′.00E.
 accompanying note, “Submarine Exercise Area”, centered on: 08° 44′.30N., 92° 30′.00E.

***107 (08/16) Indian Ocean – Maldives – Male Atoll – Pilot Boarding Place.**

Source: BA Notice – 1243/16.

Chart 2099 [previous update NC 31 Dec 13]Insert  04° 16′.00N., 73° 34′.00E.Delete  04° 10′.00N., 73° 32′.00E.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***108 (T) (08/16) ANDAMAN SEA – Approaches to Pulo Millow – Light.**

Source: DLL Port Blair.

1. Menchal light in position 07° 23′.73N., 93° 46′.13E. unlit.
2. Mariners are advised to exercise caution.

Charts affected – 41 (INT 757) – 472 (INT 7032) – 409 – 4036.

***109 (T) (08/16) INDIAN OCEAN – Maputo to Muqdisho – Oceanographic Moorings.**

Source: Metocean Services International, SA.

1. Oceanographic moorings deployed by Metocean Services International, SA in following positions:–

ADCP Mooring	Positions		Depth (in metres)
W-1	08° 22′.06S	40° 02′.05E	1350
W-2	10° 04′.64S	40° 25′.94E	1090
C-1	08° 09′.21S	39° 41′.28E	200
C-2	08° 10′.67S	39° 44′.53E	500
C-3	08° 54′.12S	40° 07′.50E	2360
C-4	10° 17′.33S	40° 25′.74E	220
C-5	10° 15′.63S	40° 27′.62E	500
C-6	09° 47′.47S	40° 24′.45E	1960
S-1	08° 22′.04S	39° 56′.34E	1312
S-2	08° 08′.30S	39° 37′.59E	53
S-3	10° 06′.17S	40° 14′.97E	1030
S-4	09° 39′.15S	40° 13′.62E	2035
S-5	09° 16′.97S	40° 12′.27E	2616
S-6	09° 50′.46S	40° 00′.01E	1156

2. All positions referred to WGS 84 datum.
3. W-1 and W-2 are two wave rider buoys that are tethered to the sea floor with a watch circle radius of 05 KM. These wave rider buoys are equipped with radar reflectors and amber LED source. The light is visible at 03 NM and is mounted at 1.74 mtrs above the sea surface. The light characteristics are amber group flashes 05 in every 20 seconds repeating.
4. C-1 to C-6 and S-1 to S-6 are sub-surface moorings only. There are no parts of them at or above the sea-surface. The tops of these moorings are all more than 40 meters below the sea-surface.
5. S-2 although is bottom mounted frame only (no mooring line or floatation) it is located in a very shallow area and may present an obstacle to trawling in the area.
6. Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.
7. These moorings will be in place till mid Feb 2017.

Charts affected – 7070 (INT 70) – 7071 (INT 71) – 7072 (INT 72) – 7701 (INT 701) – 8008.

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.

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:-

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<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, Birya House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-6635 9148 Cell No: +91 8108926880/ +91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com</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 Apr 16:

2015 SERIES – 124 287 334 386 445 486 498 633 646 735

2016 SERIES – 027 031 063 064 173 190 213 225 226 227 228 232 234 237 238 241 242 243 246
248 249 253 256 258 262 265 266 268 269 272 273 274 275 276 277 278

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

245. Indian Ocean – off Reunion Island. Chart INT 71. Fishing vessel Jordan 5 reported 310843 UTC Mar 16 on fire and adrift 24-12S 058-56E. 2. Cancel this MSG 021500 UTC Apr 16.
246. India East Coast – off Gopalpur. Charts 31 352 353 3005 INT 706. Army air defence firing and BPTA flight scheduled daily from 05 to 07, 11 to 12, 20 to 22, 26 to 28 Apr 16 from 0130-0730 and 0830 - 1430 UTC. 2. Firing area bounded by (a) 19-14.60N 084-53.70E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 41 NM radius joining point b and c. Safe flying Ht 6.1 KM. 3. Flight area bounded by 19-17.67N 084-55.21E, 19-10.75N 084-47.38E, 18-56.03N 084-52.64E, 19-12.33N 085-14.92E. Safe flying Ht 1.5 KM. 4. Cancel this MSG 281530 UTC Apr 16.
247. Andaman Sea – off South Andaman. Charts 41 405 473 4030 INT 706. Firing scheduled on 06 Apr 16 from 0030-0430 UTC in area bounded within 11-05N to 11-17N and 092-34E to 092-48E. Safe flying Ht 6 KM. 2. Cancel this MSG 060530 UTC Apr 16.
248. India East Coast – off Chilka Lake. Charts 352 353 INT 71. RV Samudra Kaustubh progressing magnetic survey till 18 Apr 16 in area bounded by 19-25.1N 085-09.6E, 19-05.1N 085-25.1E, 19-18.1N 085-40.5E, 19-25.6N 085-54.6E, 19-43.6N 085-44.1E, 19-35.3N 085-25.4E. 2. Wide berth requested. 3. Cancel this MSG 181830 UTC Apr 16.
249. South Coast of Sri Lanka. Charts 226 264 INT 71. CV Bold Maverick laying cable from 31 Mar 16 in vicinity of 05-45.6N 081-01.9E, 05-44.7N 081-08.9E, 05-43.8N 081-10.7E, 05-41.9N 081-12.1E, 05-39.8N 081-14.4E, 05-38.2N 081-16.1E, 05-36.8N 081-18.5E, 05-36.3N 081-27.2E, 05-34.8N 081-29.6E, 05-32.5N 081-33.1E, 05-31.3N 081-42.8E, 05-29.6N 081-45.7E, 05-17.3N 081-53.9E. 2. Wide berth requested.
250. India West Coast– Gulf of Khambhat. Charts 2044 INT 705. Hazira DGPS (21-05N 072-40E) off on 02 Apr 16 from 0030-1230 UTC. 2. Cancel this MSG 021330 UTC Apr 16.
251. India West Coast – Gulf of Khambhat. Charts 208 INT 705. Narmada channel buoy 8(20-59N 072-07E) retrieved and 7 unlit. 2. Cancel NAVAREA VIII 224.
252. Cancel NAVAREA VIII 439/15 221/16 and this MSG.
253. India East Coast – off Ravva ODA. Charts 355 INT 706. RV Kohinoor progressing geophysical and MET survey till 30 Apr 16 in area bounded by 16-22.4N 081-58.1E, 16-18.2E, 081-47.6E, 16-14.9N 081-40.4E, 16-11.1N 081-43.3E, 16-12.0N 081-44.8E. 2. Wide berth requested. 3. Cancel this MSG 301830 UTC Apr 16.
254. India West Coast. Charts 271 292 INT 71. Rig list correct at 011009 UTC Apr 16. ABAN ICE 22-29.58N 068-07.56E ABAN III 19-29.98N 071-16.28E ABAN IV 18-29.15N 072-15.11E NEW CE THORNTON 19-40.10N 072-18.89E DISCOVERY-1 19-05.35N 072-06.88E DYNAMIC VISION 22-18.69N 068-34.46E DEEP SEA FORTUNE 19-40.14N 072-00.34E DEEP SEA FOSSIL 19-17.71N 071-24.33E FG MCCLINTOCK 18-58.31N 071-29.99E GREAT DRILL CHAAYA 18-38.79N 072-14.94E GREAT DRILL CHETNA 21-37.38N 068-26.55E GREAT DRILL CHAARU 20-07.04N 071-49.35E

254. Continued.	
HARVEY H WARD	18-48.40N 072-20.00E
JINDAL STAR	19-28.40N 071-12.60E
JT ANGEL	22-52.20N 068-28.80E
MERCURY FOCUS	21-18.12N 072-31.64E
NOBLE ED HOLT	19-01.90N 071-32.57E
PARAGON L-786	19-29.88N 071-24.70E
PARAGON M 1161	19-28.98N 071-19.63E
PARAMESWARA	20-04.98N 071-59.67E
RON TAPMEYAR	19-08.72N 072-07.03E
SAGAR GAURAV	20-20.45N 071-15.40E
SAGAR SHAKTI	19-37.86N 071-23.28E
SAGAR JYOTI	19-07.74N 072-02.61E
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	19-06.54N 071-22.35E
TRIDENT II	18-50.59N 072-13.00E
TRIDENT XII	19-31.69N 071-16.51E
VICTORY DRILLER	18-31.95N 072-15.23E
VIRTUE-I	19-26.06N 071-24.26E
VALIANT DRILLER	19-33.13N 071-16.35E
2.	Wide berth requested.
3.	Cancel NAVAREA VIII 240.
255. NAVAREA VIII Warnings in Force as on 01 Apr 16	
2015 Series – 124 287 334 386 445 486 498 582 616 633 646 672 735	
2016 Series – 027 031 063 064 173 188 190 195 204 207 213 216 225 226 227 228 229	
232 236 237 238 241 242 243 244 245 246 247 248 249 250 251 252 253 254	
(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 .
(c)	Cancel this MSG 081000 UTC Apr 16.
256. Bay of Bengal – off Myanmar. Charts 371 INT 706. MV Dong Fang Kan Tan-1 progressing seismic survey till 21 May 16 in area bounded by 16-49.6N 092-02.1E, 16-49.6N 094-08.4E, 16-41.1N 094-12.3E, 16-00.3N 094-05.5E, 15-42.5N 093-58.5E, 15-42.5N 093-53.1E, 15-56.3N 093-49.1E, 15-56.3N 092-02.2E.	
2.	Wide clearance requested.
3.	Cancel this MSG 211830 UTC May 16.
257. India West Coast – off Mumbai Safety Fairway. Charts 211 2016 INT 705. CS Umm Ai Anber progressing submarine cable repair using ROV till 14 Apr 16 from 18-59.6N 072-26.2E TO 19 00.1N 072 34.8E.	
2.	Wide clearance requested.
3.	Cancel this MSG 141830 UTC Apr 16.
258. India West Coast – Gulf of Khambhat. Charts 207 INT 705. Narmada channel buoy 7 unlit and 8 (20-59.5N 072-06.7E) relaid.	
2.	Cancel NAVAREA VIII 251.
259. Cancel NAVAREA VIII 582/15 616 672 207/16 216 229 and this MSG. INTM 095 099(T) 100(T) 101(T) refers.	
260. India East Coast – Central Bay of Bengal. Charts 31 391 INT 706. Naval ships will carry out practice missile firing on 10 Apr 16 from 0130-0700 UTC in danger area bounded by 15-30N 083-24E, 16-14N 084-00E, 15-34N 084-46E, 15-08N 084-24E. Safe flying Ht 22 KM.	
2.	Cancel this MSG 100800 UTC Apr 16.
261. India East Coast – Central Bay of Bengal. Charts 33 INT 706. INS Sandhayak progressing hydrographic survey till 15 Apr 16 in area bounded within 12-00N to 14-00N and 084-00E to 086-00E.	
2.	Wide clearance requested.
262. India West Coast. Charts 271 292 INT 71. Rig list correct at 051003 UTC Apr 16.	
ABAN ICE	22-29.58N 068-07.56E
ABAN III	19-29.98N 071-16.28E
ABAN IV	18-29.15N 072-15.11E
CE THORNTON	19-40.10N 072-18.89E
DISCOVERY-1	19-05.35N 072-06.88E
DYNAMIC VISION	22-18.69N 068-34.46E
DEEP SEA FORTUNE	19-40.14N 072-00.34E
DEEP SEA FOSSIL	19-17.71N 071-24.33E
FG MCCLINTOCK	18-58.31N 071-29.99E
GREAT DRILL CHAAYA	18-38.79N 072-14.94E
GREAT DRILL CHETNA	21-37.38N 068-26.55E
GREAT DRILL CHAARU	20-07.04N 071-49.35E
HARVEY H WARD	18-48.40N 072-20.00E

262. Continued.	
JINDAL STAR	19-28.40N 071-12.60E
JT ANGEL	22-25.98N 068-33.14E NEW
MERCURY FOCUS	21-18.12N 072-31.64E
NOBLE ED HOLT	19-01.90N 071-32.57E
PARAGON L-786	19-29.88N 071-24.70E
PARAGON M 1161	19-28.98N 071-19.63E
PARAMESWARA	20-04.98N 071-59.67E
RON TAPMEYAR	19-08.72N 072-07.03E
SAGAR GAURAV	20-20.45N 071-15.40E
SAGAR SHAKTI	19-37.86N 071-23.28E
SAGAR JYOTI	19-07.74N 072-02.61E
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	19-06.54N 071-22.35E
TRIDENT II	18-50.59N 072-13.00E
TRIDENT XII	19-31.69N 071-16.51E
VICTORY DRILLER	18-31.95N 072-15.23E
VIRTUE-I	19-26.06N 071-24.26E
VALIANT DRILLER	19-33.13N 071-16.35E
2.	Wide berth requested.
3.	Cancel NAVAREA VIII 254.
263. India West Coast – Goa.	Charts 2022 INT 7345. Aguada DGPS (15-29N 073-46E) off on 07 Apr 16 from 0030-1230 UTC.
2.	Cancel this MSG 071330 UTC Apr 16.
264. Indian Ocean – off Reunion Island.	Chart INT 71. FV vessel Jordan 5 adrift 24-20S 057-48E at 031300 UTC Apr 16.
2.	Cancel this MSG 081000 UTC Apr 16.
265. India West Coast – Gulf of Khambhat.	Charts 2039 INT 705. MV Ajya reported loss of anchor with cable 21-41.5N 072 -24.7E.
266. Andaman Sea – Nicobar Island.	Charts 4036 INT 706. Menchel Lt (07-24N 093-46E) unlit.
267. Indian Ocean – South of Reunion Island.	Chart INT 70. 15 M long green craft reported adrift 24-56.5S 056-35.8E at 060930 UTC Apr 16.
2.	Cancel this MSG 080930 UTC Apr 16.
268. Bay of Bengal – off Myanmar.	Charts 371 INT 706. MV Fugro supporter will progress sampling survey from 08 Apr to 07 May 16 in area bounded by 16-45.1N 093-20.9E, 16-45.1N 094-18.6E, 16-00.1N 094-09.4E, 16-00.1N 093-20.9E.
2.	Wide clearance requested.
3.	Cancel this MSG 071830 UTC May 16.
269. Arabian Sea – Safety Fairway off Okha.	Charts 271 INT 705. SV Boa Thalassa will progress electromagnetic survey from 08 Apr to 07 May 16 in area bounded by 22-50.6N 068-15.1E, 22-50.8N 068-19.1E, 22-28.1N 068-28.6E, 22-35.4N 068-28.8E 22-35.4N 068-30.0E, 22-25.5N 068-29.7E, 22-09.8N 068-36.2E, 22-10.2N 068-31.9E, 22-16.5N 068-29.3E, 21-33.9N 068-27.8E, 21-38.1N 069-01.2E, 21-32.2N 069-01.9E, 21-27.8N 068-27.6E, 21-15.1N 068-27.1E, 21-15.2N 068-25.9E, 21-27.7N 068-26.4E, 21-25.5N 068-09.1E, 21-31.5N 068-08.3E, 21-33.7N 068-26.6E, 22-19.1N 068-28.3E.
2.	Wide clearance requested.
3.	Cancel this MSG 071830 UTC May 16.
270. NAVAREA VIII Warnings in Force as on 08 Apr 16	
	2015 Series – 124 287 334 386 445 486 498 633 646 735
	2016 Series – 027 031 063 064 173 190 195 213 225 226 227 228 232 234 237 238 241 242 243 246 248 249 253 256 257 258 260 261 262 265 266 268 269
(a)	NAVAREA VIII warnings less than 42 days promulgated via SafetyNet.
(b)	Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.gov.in .
(c)	Cancel this MSG 151000 UTC Apr 16.
271. India West Coast – South of Tapti ODA.	Charts 210 INT 705. Large steel buoy reported adrift in vicinity of 20-07N 071-59E. Caution advised.
2.	Cancel this MSG 141000 UTC Apr 16.
272. India West Coast – off Mumbai.	Charts 255 INT 705. SV Greatship Roopa progressing submarine pipeline survey using ROV till 10 May 16 in areas bounded by (A) 19-42.6N 070-56.5E, 19-39.6N 071-34.6E, 19-02.3N 071-33.8E, 19-05.7N 070-56.1E (b) 19-08.4N 071-51.7E, 19-12.9N 072-07E, 19-05.8N 072-18E, 18-45.4N 072-00.1E, 18-53.3N 071-49.3E (c) 18-55.7N 072-09.3E, 18-56.3N 072-21.1E, 18-29N 072-24.5E, 18-27.9N 072-12.7E and in vicinity of line joining 18-47.6N 072-40.9E, 18-57.4N 072-31.8E, 19-18.1N 071-59E, 19-24.5N 071-33.7E.
2.	Wide berth requested.

272. Continued.
3. Cancel NAVAREA VIII 195 and this MSG 101830 UTC May 16.
273. North Indian Ocean. Charts INT 71. Sri Lankan fishing vessel Panchalee reported adrift 03-23S 071-58E at 130930 UTC Apr.
2. Cancel this MSG 161030 UTC Apr 16.
274. Andaman Sea – off Nicobar. Charts 41 407 408 409 472 INT 71. Firing practice scheduled daily from 21-23 Apr 16 from 0430-1030 UTC in danger area bounded by 09-01.30N 092-27.03E, 09-22.98N 093-03.40E, 08-51.28N 094-17.75E, 08-14.15N 094-26.08E, 07-31.20N 094-01.53E, 07-13.73N 093-16.53E, 08-04.51N 093-38.18E, 08-32.05N 093-38.51E, 08-45.23N 093-22.31E.
2. Cancel this MSG 231130 UTC Apr 16.
275. India West Coast – off Trivandrum. Charts 22 222 INT 71. Rocket launch from thumba (08-31.98N 076-52.05E) scheduled from 0530-0730 UTC on 21 Apr 16.
2. Danger zone
(a) Sector of radius 05 NM from Thumba between azimuth 190 and 300.
(b) Sector of radii 45 and 75 NM from Thumba between azimuth 220 and 260.
3. Cancel this MSG 210830 UTC Apr 16.
276. Central Andaman Sea. Charts 41 INT 706. SV PGS Apollo progressing seismic survey till 20 Apr 16 in area bounded by 13-30.01N 096-27.62E, 11-59.47N 096-28.88E, 11-59.50N 096-20.85E, 13-29.98N 096-20.01E, and thereafter till 02 Jun 16 in area bounded by 13-27.0N 096-32.0E, 13-27.0N 097-18.85E, 12-43.0N 096-32.0E, 12-43.0N 097-18.85E. Vessel towing ten cables 8.1 KM long.
2. Wide berth requested.
3. Cancel this MSG 021830 Jun 16.
277. India West Coast – Ratnagiri. Charts 22 212 INT 71. DGPS (16-59N 073-16E) off from 0030-1230 UTC on 18 Apr 16.
2. Cancel this MSG 181330 UTC Apr 16.
278. NAVAREA VIII Warnings in Force as on 15 Apr 16
2015 Series – 124 287 334 386 445 486 498 633 646 735
2016 Series – 027 031 063 064 173 190 213 225 226 227 228 232 234 237 238 241 242 243 246 248 249 253 256 258 262 265 266 268 269 272 273 274 275 276 277
(a) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet.
(b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.gov.in .
(c) Cancel this MSG 221000 UTC Apr 16.

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7295.63	- Grain Silo Quay. Near head. No 15	19 36.37 N 37 13.85 E	FI R 5s *	8	5	Metal framework tower	fl 1
D7295.745	- East Town. Green Port. * * *	19 36.68 N 37 14.64 E * * *	Q G * * *	Steel Beacon *	*
D7295.76	- - Green Port No 5	19 37.22 N 37 14.78 E	FI(5)G 5s *	11	7	Green beacon *	
D7295.77	- - - No 6	19 37.32 N 37 14.79 E	FI(3)G 4s *	11	7	Green beacon *	
MINA AL QADIMAH							
D7299.193	- Horse Shoe Reef * * *	22 26.14 N 38 56.94 E * * *	FI R 10s * * *	..	5	* * *	*
D7299.194	- Shi'B Nazar * * *	22 19.40 N 38 51.32 E * * *	FI W 7s * * *	..	15	* * *	*
D7299.195	- Rose Reef * * *	22 18.71 N 38 53.09 E * * *	FI W 10s * * *	..	10	* * *	*
D7299.197	- Al Fahal * * *	22 18.52 N 38 58.07 E * * *	FI W 7s * * *	..	15	* * *	*
D7299.199	- Qita' al Kirsh * * *	22 26.00 N 38 59.58 E * * *	FI G 10s * * *	..	15	* * *	*
D7709.2	- W Breakwater. Head	27 07.72 N 56 12.13 E	FI R 5s	5	3	Red tower *	
D7709.6	- Entrance. W side	27 08.28 N 56 12.18 E	FI R 5s	3	5	Red pile beacon *	
D7709.7	- Entrance. E side	27 08.29 N 56 12.35 E	FI G 5s	3	6	Green pile beacon *	
D7709.8	- Shahid Haghani	27 10.43 N 56 16.60 E *	FI(2)W 6s	..	5	g on black beacon, red band	Isolated danger mark
GULF OF KACHCHH							
F0354	- Koteswar	23 40.44 N 68 31.64 E	FI(2)W 15s	60	W18/10 * *	White RCC tower, □ black and white bands *	fl 0.75, ec 1.25, fl 0.75, ec 12.5 W180°-090° (270°) *
F0449	- Ghogha. PERIGEE LT V - - - Riding light - - -	21 42.11 N 72 18.00 E	FI W 7s QW Bell	12	8	Red hull	Ra refl *
F1223.8	Menchal Island	07 23.73 N 93 46.13 E	FI W 10s	47	10	Red and white metal framework tower 30	fl 0.5 TE 2016 *

7.2

JOHOR STRAIT. TANJUNG PELEPAS PORT

F1676.7	- Sungai Pulau. JLWS 1G	01 23.06 N 103 32.33 E	FI G 5s						
*	*	*	*	*	*	*	*	*	*
F1676.8	- -. JLWS 2R	01 22.99 N 103 32.33 E	FI R 5s						
*	*	*	*	*	*	*	*	*	*
F1737.25	- Tg Pengelih. 1G	01 22.23 N 104 05.30 E	FI G 5s						
*	*	*	*	*	*	*	*	*	*
F1737.27	- Tg Pengelih. 2R	01 22.25 N 104 05.34 E	FI R 5s						
*	*	*	*	*	*	*	*	*	*
K0883.95	PULAU MEGA - Pulau Mega	03 59.95 S 101 03.02 E	FI W 10s	33	16	White beacon	fl 0.5		*
K0943.4	- Borang	02 56.97 S 104 52.08 E	LFI W 5s	16	6	White beacon 15	fl 2 TE 2015		*

SELAT BERHALA. SUNGAI
JAMBI

K0972.9	- Tanjung Solok Jambi	01 00.00 S 103 48.32 E	FI G 5s	..	10	Green \triangle on green beacon 10	fl 0.5		*
K0973.4	- Ldg Lts 001°30'. Front	01 05.54 S 103 50.69 E	FI W 5s	10	7	White \triangle on beacon 10	fl 0.5. Ra refl		
K0973.41	- - Rear. About 180m from front	01 05.47 S 103 50.69 E	FI W 5s	15	7	White ∇ on beacon 15	fl 0.5. Ra refl		
K0973.7	- Ldg Lts 337.5°. Front	01 06.86 S 103 50.57 E	FI W 3s	10	7	White \triangle on beacon 10	fl 0.5. Ra refl		
K0973.71	- - Rear. About 200m from front	01 06.80 S 103 50.55 E	FI W 3s	15	7	White ∇ on beacon 15	fl 0.5. Ra refl		

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 04 dated 16 Feb 2016)

NIL

INP 31(2), 2014

(Last correction: Edition No. 07 dated 01 Apr 2016)

NIL

INP 31(5), 2011

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

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.

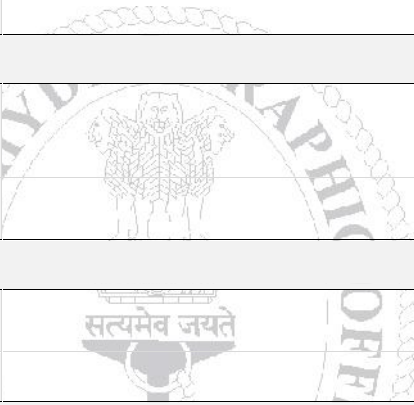

Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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

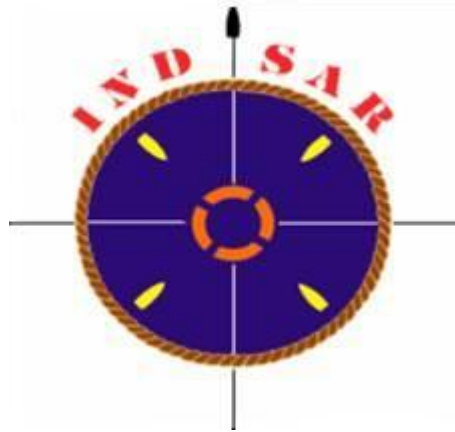
14. RESCUE & DISTRESS	
Salvage, Lifeboat, Life guards, etc	
15. SUPPLIES	
Fuel (Type, Quantities & Method of delivery)	
Fresh water (Method of delivery and Rate of supply)	
Provisions	
Chart agents	
16. COMMUNICATIONS	
Road, Rail and Air services available	
Nearest airport or airfield	
Port Radio and 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	

To accompany Indian Notice to Mariners 106/16

Chart 407

Submarine Exercise Area

Submarine exercise frequently, both surfaced and dived, in this area. A good lookout is to be kept for them when passing through these waters.



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