



# INDIAN NOTICES TO MARINERS



EDITION NO. 18 DATED 16 SEP 2016

(CONTAINS NOTICES 169 TO 173)

REACH US 24 x 7



in的角度@navy.gov.in  
msis-inho@navy.gov.in



+91-135-2748373



National Hydrographic Office  
107-A, Rajpur Road  
Dehradun – 248001  
INDIA



Joint Director of Hydrography  
Maritime Safety Information Services  
+91- 135 - 2746290-117

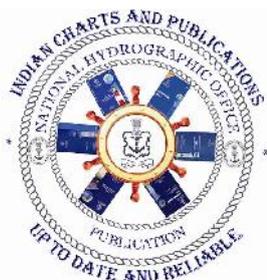
[www.hydrobharat.gov.in](http://www.hydrobharat.gov.in)

## CONTENTS

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

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

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



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



© Govt. of India Copyright

No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.

## 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>
IN2258UB	258	COONDAPOORA TO BADAGARA	09-09-2016
IN2262CP	262	CAPE COMORIN TO PAMBAN	09-09-2016
IN2358PB	358	APPROACHES TO PALK BAY	09-09-2016
IN52528H	2528	MKOANI HARBOUR	09-09-2016
IN42528K	2528	APPROACHES TO MKOANI HARBOUR	09-09-2016

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 The Indian Electronic Navigational Charts that are permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN2258KB	258	COONDAPOORA TO BADAGARA	05-12-2011
IN2358AP	358	APPROACHES TO PALK BAY	25-05-2016

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2110	DAHEJ HARBOUR	12,500	New Edition
2075 (INT 7366)	APPROACHES TO TUTICORIN	60,000	New Chart
	TUTICORIN HARBOUR	25,000	
2123	ULWA CHANNEL	10,000	New Chart
2124	SALAYA CHANNEL	15,000	New Chart
2125	BHOGAT ANCHORAGE	25,000	New Chart
4001	ELPHINSTONE HARBOUR AND RANGAT BAY	27,500	New Chart
4005	NANCOWRY HARBOUR AND APPROACHES	12,500	New Edition
4017	EXPEDITION AND GRAND HARBOURS	12,500	New Edition

### Availability of ENC'S

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

<b>United Kingdom Hydrographic Office</b> Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Web site: www.hydro.gov.uk	<b>M/s Jeppesen Norway AS</b> Hovalandsveien 52 PO Box 212, N-4379, Egersund, Norway Ph: +47 51 464700 Mob: +91 93222 38542 Fax: +47 51 464701 Email: enc@jeppesen.com, info@c-map.co.no Website: www.jeppesen.com
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

**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 169 to 173 contained in this edition is as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
206	2	170
253 (INT 7328)	2	170
308	5	171
354 (INT 7408)	5	171
410	7	173
451	7	173
452	7	173
2055	2	170
3002 (INT 7410)	5	171
3012 (INT 7411)	5	171
4002	6	169
4017	6	172
4019	7	173
4205	7	172



SECTION – II  
**PERMANENT NOTICES**

<b>*169 (18/16)</b>	<b>Miscellaneous updates to charts.</b>	
Source: NHO.		
<b>Chart No.</b>	<b>Previous Updates</b>	<b>Details</b>
<b>Chart 4002</b>	136/14	Plan in Chart 4002 ( <b>PORT MOUAT AND APPROACHES</b> ) is withdrawn on publication of new chart 4111.

**\*170 (18/16) INDIA – WEST COAST – Mul Dwarka Port – Lights.**

Source: Muldwarka Port Trust.

**Chart 253 (INT 7328)** [previous update 124/16]

Amend light to, Fl(3)10s25m5M 20° 45′.20N., 70° 39′.95E.

**Chart 206** [previous update 034/16]

Amend light to, Fl(3)10s25m5M 20° 45′.20N., 70° 39′.95E.

**Chart 2055** [previous update 049/16]

Amend light to, Fl(3)10s25m5M 20° 45′.185N., 70° 39′.955E.

light to, Oc.R.10s20m1M 20° 45′.248N., 70° 39′.974E.

light to, Iso.Bu.5s13m1M 20° 45′.394N., 70° 39′.924E.

light to, Oc.Bu.5s20m1M 20° 45′.363N., 70° 39′.893E.

light to, Oc.G.10s15m1M 20° 45′.568N., 70° 39′.838E.

light to, Iso.R.10s29m3M 20° 45′.847N., 70° 39′.894E.

light to, Oc.R.10s37m3M 20° 45′.976N., 70° 39′.852E.

light to, Iso.10s29m3M 20° 45′.818N., 70° 39′.820E.

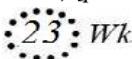
light to, Oc.10s37m3M 20° 45′.991N., 70° 39′.756E.

**Chart 2055 (PLAN)**[previous update 049/16]

Amend light to, Oc.G.10s15m1M 20° 45′.568N., 70° 39′.838E.

**\*171 (18/16) INDIA – EAST COAST – Visakhapatnam Harbour – Wreck – Foul.**

Source: NHO.

**Chart 354 (INT 7408)** [previous update 048/15]Insert  (a) 17° 39′.69N., 83° 18′.18E.Delete  (a) above

**\*171 (18/16) INDIA – EAST COAST – Visakhapatnam Harbour – Wreck – Foul. Continued.****Chart 308** [previous update 048/15]

Insert	 Wk	(a)	17° 39′.69N., 83° 18′.18E.
	#		17° 39′.76N., 83° 17′.81E.
	 Wk		17° 40′.15N., 83° 18′.15E.
Delete	 PA	(a)	above
			17° 40′.20N., 83° 18′.15E.

**Chart 3002 (INT 7410)** [previous update 086/16]

Insert	 Wk	(a)	17° 39′.69N., 83° 18′.18E.
	#	(b)	17° 39′.76N., 83° 17′.81E.
	 Wk		17° 40′.15N., 83° 18′.15E.
Delete	 PA	(a)	above
		(b)	above
			17° 40′.09N., 83° 18′.09E.

**Chart 3012 (INT 7411)** [previous update 086/16]

Insert	 Wk	(a)	17° 39′.69N., 83° 18′.18E.
	#	(b)	17° 39′.76N., 83° 17′.81E.
	 Wk		17° 40′.15N., 83° 18′.15E.
Delete	 PA	(a)	above
		(b)	above
			17° 40′.09N., 83° 18′.09E.

**\*172 (18/16) INDIA – ANDAMAN SEA NICOBAR ISLANDS – Expedition and Grand Harbour – Wreck.**

Source: NHO.

**Chart 4205** [previous update 156/16]

Delete			08° 04′.68N., 93° 28′.92E.
--------	-------------------------------------------------------------------------------------	--	----------------------------

**Chart 4017** [previous update NC 30 NOV 2012]

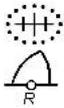
Delete			08° 04′.687N., 93° 28′.925E.
--------	-------------------------------------------------------------------------------------	--	------------------------------

**\*173 (18/16) ANDAMAN SEA – BURMA – GULF OF MARTABAN – Rangoon River and Approaches – Wreck.**

Source: MNHC Notice No. 32/2016.

**Chart 452** [previous update 065/16]

Insert

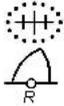


(a) 16° 24′.01N., 096° 21′.09E.

(a) above

**Chart 451** [previous update 064/16]

Insert



(a) 16° 24′.01N., 096° 21′.09E.

(a) above

**Chart 410** [previous update 064/16]

Insert



16° 24′.10N., 096° 20′.96E.

**Chart 4019** [previous update 065/16]

Insert



16° 24′.10N., 096° 20′.96E.



**SECTION – III**  
**TEMPORARY AND PRELIMINARY NOTICES**

**NIL**



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

### 1. **NAVTEX TRANSMISSION**

Status of MSI Promulgation by NAVTEX Stations is as follows:-  
Mumbai - Temporarily Out of Operation  
Chennai - Temporarily Out of Operation  
Mauritius (Cassis) - Operational  
Seychelles (Mahe) - Operational

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

<b>INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz</b>								
<b>Sl.</b>	<b>Station Name</b>	<b>B1</b>	<b>Broad Cast Timings in UTC</b>					
(a)	Veraval	H	0110	0510	0910	1310	1710	2110
(b)	Vengrula Point	J	0130	0530	0930	1330	1730	2130
(c)	Muttam Point	L	0150	0550	0950	1350	1750	2150
(d)	Porto Novo	O	0220	0620	1020	1420	1820	2220
(e)	Vakalpudi	Q	0240	0640	1040	1440	1840	2240
(f)	Balasore	S	0300	0700	1100	1500	1900	2300
(g)	Keating Point	V	0330	0730	1130	1530	1930	2330

### 2. **MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS**

All merchant vessels entering Indian EEZ are advised that dense fishing activity may be encountered off West Coast of India. Fishing is generally carried out by mechanized boats and single hull boats with outboard motors carrying 4-5 crew using long lines upto 50 NM from coast. The vessels traversing the nets are likely to be approached by fishing boats for safeguarding nets and lines and should not be mistaken as skiffs and PAG's. Masters of vessels to report any suspicious activity of fishing vessels immediately to MRCC (Mumbai) on telephone +91-22-24388065, 24316558, Email: - [indsar@vsnl.net](mailto:indsar@vsnl.net), or [icgmrc\\_mumbai@mtnl.net](mailto: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](http://www.iho.int), to check the operation of ECDIS is strongly recommended. JRC has confirmed that certain versions of JRC ECDIS fail to display some types of wreck and obstructions, including stranded wrecks, in any display mode.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## List of Indian Chart Agents

<p><b>M/s OSA Books and Periodicals</b> R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com</p>	<p><b>M/s VDO Marine Insrtuments</b> Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow &amp; Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: atmain@md4.vsnl.net.in</p>
<p><b>M/s Global Charts &amp; Nav. Aids Pvt. Limited</b> 1A, Goa Mansion, Ground Floor, 58, Dr. Sunderlal Bahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg</p>	<p><b>EW Liner Charts &amp; Publication (India)</b> 2/524, Sundeeep Road, Chinna Neelangarai, Chennai 600041 Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: maritimeindia@airtelmail.in</p>
<p><b>M/s C &amp; C Marine Combine</b> 25 Bank Street, 1<sup>st</sup> Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@vsnl.com, sales@ccmarine.in</p>	<p><b>Gujarat Pipavav Port Limited</b> PO – Ucchayia, Dist – Amereli, Gujarat – 365 560 Tele: +91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)</p>
<p><b>M/s SVR Chart Agencies</b> Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam – 530 016 Tele Fax: 0891-2799471, Cell: +91 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com</p>	<p><b>M/s Jeppesen India Pvt. Ltd</b> 505, Raheja Arcade, Sector 11 CBD, Belapur, Navi Mumbai – 400 614 Tel: +91 22 6510 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: RajShekhar.Chakravorty@jeppesen.com, info@jeppesen.com Website: www.jeppesen.com</p>
<p><b>M/s JM Maritime Services</b> 24/24C Kavarana Building, Ground Floor, Wadi Bunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in, charts@mtnl.net.in</p>	<p><b>M/s Global Marine Infratech Pvt. Ltd.</b> Siksha Sandan, Ground Floor, ND-7, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +919937064299 Email: ashiskantha@gmiindia.in Web: www.gmiindia.in</p>
<p><b>Lift o Marine</b> Paper / Digital Charts Allen’s Mansion, Flat C6 Nungi Station Road Kolkata – 700 140, IN Tel: +91 9836972027 / 8902228463 Fax: 033 24924283 Email: sankar@liftomarine.org Web: www.liftomarine.org</p>	<p><b>M/s L. R. Marine Services</b> 301, 3rd Floor, Biryia 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><b>M/s Engineering Logistics Executive Multi Services</b> 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><b>M/s IIC Technologies Limited</b> B-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034 Tel: +91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com</p>
<p><b>M/s Aatash Computer &amp; Communications Pvt. Ltd.</b> 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 015 Mob: +91 7926923982 Email: jyoti@aatash.com, zubin@aatash.com</p>	<p><b>M/s Zenith Surveys (I) Pvt. Ltd.</b> Lakhani’s Plam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: zenithsurveys703@gmail.com, nyvmane@yahoo.com Web: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a></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 Sep 16:

**2015 SERIES** – 287 334 386 735

**2016 SERIES** – 064 371 387 420 432 439 445 464 470 474 475 488 507 508 509 514 530 538 540  
542 544 545 546 548 549 550 554 555 556 557 558

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

<b>519.</b>	<b>Lakshadweep Sea – off Colombo.</b> Charts 23 264 INT 71. Firing practice scheduled on 05 Sep 16 from 0330-0530 UTC in danger area bounded by 06-35N to 06-50N and 079-25E to 079- 39E. Safe flying height 8 KM. 2. Cancel this MSG 050630 UTC Sep 16.
<b>520.</b>	<b>Bay of Bengal – off Trincomalee.</b> Charts 359 3014 INT 71. Firing practice scheduled from 06 - 08 Sep 16 from 0230-1130 UTC in danger area bounded by 08-20N to 08-30N and 081-30E to 081-40E. Safe flying height 1.5 KM. 2. Cancel this MSG 081230 UTC Sep 16.
<b>521.</b>	<b>South Lakshadweep Sea.</b> Charts 23 261 INT 71. Firing practice scheduled on 06 Sep 16 from 0230-0630 UTC. Danger area 5 NM around 06-45N 075-30E. Safe flying height 7 KM. 2. Cancel this MSG 060730 UTC Sep 16.
<b>522.</b>	<b>India East Coast – Central Bay of Bengal and Andaman Sea.</b> Charts 32 33 356 INT 71 706. GSLV launch scheduled from Sriharikota (13-43.2N 080-13.8E) FROM 08-10 Sep 16 between 1000 - 1400 UTC. 2. Danger zone as follows ZONE -1: Circle of 10 NM around launcher ZONE-2: 11-50N 085-15E, 12-35N 085-25E, 12-15N 086-25E, 11-30N 086-15E ZONE-3: 10-35N 089-15E, 11-15N 089-25E, 11-00N 090-05E, 10-20N 089-55E ZONE-4: 07-50N 095-15E, 09-30N 095-15E, 09-30N 096-05E, 07-50N 096-05E 3. Cancel this MSG 101500 UTC Sep 16.
<b>523.</b>	<b>Cancel NAVAREA VIII 459 494/16 and this MSG.</b> INTM 167(T) 160 refers.
<b>524.</b>	<b><u>NAVAREA VIII Warnings in force as on 02 Sep 16.</u></b> <b><u>2015 series</u></b> - 287 334 386 735 <b><u>2016 series</u></b> - 064 371 387 420 432 439 445 464 467 470 471 474 475 483 488 507 508 509 514 515 517 518 519 520 521 522 (a) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet. (b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> . 2. Cancel this MSG 091000 UTC Sep 16.
<b>525.</b>	<b>Lakshadweep Sea.</b> Chart 273 INT 71. SLFV Iresha duwa reported adrift 07-40N 072-05E at 020655 UTC Sep 16 due engine failure. 2. Cancel this MSG 050655 UTC Sep 16.
<b>526.</b>	<b>NE Indian Ocean.</b> Chart INT 71. SLFV Sandaruwani reported abandoned due flooding at 030430 UTC Sep 16 in vicinity of 03-42N 086-05E. 2. Cancel this MSG 070430 UTC Sep 16.
<b>527.</b>	<b>Central Lakshadweep Sea.</b> Charts 22 INT 71. SLFV Iresha duwa reported adrift 07-30N 073-23E at 050330 UTC Sep 16 due engine failure. 2. Cancel this MSG 080330 UTC Sep 16.
<b>528.</b>	<b>NE Indian Ocean.</b> Chart INT 71. SLFV Visal Putha reported adrift 02-50N 084-56E at 040200 UTC Sep 16 due engine failure. 2. Cancel this MSG 070200 UTC Sep 16.
<b>529.</b>	<b>Cancel NAVAREA VIII 467 and this MSG.</b>
<b>530.</b>	<b>India West Coast – off Mumbai.</b> Charts 293 INT 71. CS dependable progressing cable inspection and burial ops in area bounded by 18-58.7N 072-32.2E, 18-55.8N 072-28.6E, 18-52.7N 072-23.4E, 18-51.8N 072-18.9E, 18-49.9N 072-09.7E, 18-44.8N 072-09.8E, 18-37.5N 072-08.8E, 18-00.0N 072-00.0E. 2. Wide berth requested.

<p><b>531. Bay of Bengal – off Trincomalee.</b> Charts 359 3014 INT 71. Naval Firing practice scheduled on 12 Sep 16 from 0230-1130 UTC in danger area bounded by 08-20N to 08-30N and 081-30E to 081-40E. Safe flying height 2 KM.</p> <p>2. Cancel this MSG 121230 UTC Sep 16.</p>																
<p><b>532. Cancel NAVAREA VIII 517 and this MSG.</b></p>																
<p><b>533. India East Coast – Off Dhamra Port.</b> Charts 31 351 INT 706. Experimental flight trials scheduled from ITR on</p> <table border="1"> <thead> <tr> <th>DATE</th> <th>TIME (UTC)</th> </tr> </thead> <tbody> <tr> <td>15 SEP 16</td> <td>0430-0630 and 0830-1030</td> </tr> <tr> <td>16 SEP</td> <td>0430-0830</td> </tr> <tr> <td>19 SEP</td> <td>0430-0630 and 0830-1030</td> </tr> <tr> <td>20 SEP</td> <td>0430-0630 and 0830-1030</td> </tr> <tr> <td>21 SEP</td> <td>0730-1130</td> </tr> <tr> <td>22 SEP</td> <td>0430-0630 and 0830-1030</td> </tr> <tr> <td>23 SEP</td> <td>0230-0630</td> </tr> </tbody> </table> <p>2. Danger zone bounded by 21-19.76N 086-51.78E, 21-01.33N 086-48.18E, 20-26.04N 087-33.94E, 20-57.01N 088-01.84E, 21-32.73N 087-16.64E, 21-27.01N 086-58.75E.</p> <p>3. Cancel this MSG 230730 UTC Sep 16.</p>	DATE	TIME (UTC)	15 SEP 16	0430-0630 and 0830-1030	16 SEP	0430-0830	19 SEP	0430-0630 and 0830-1030	20 SEP	0430-0630 and 0830-1030	21 SEP	0730-1130	22 SEP	0430-0630 and 0830-1030	23 SEP	0230-0630
DATE	TIME (UTC)															
15 SEP 16	0430-0630 and 0830-1030															
16 SEP	0430-0830															
19 SEP	0430-0630 and 0830-1030															
20 SEP	0430-0630 and 0830-1030															
21 SEP	0730-1130															
22 SEP	0430-0630 and 0830-1030															
23 SEP	0230-0630															
<p><b>534. Bay of Bengal – Off Kankasanturai.</b> Charts 32 358 INT 71. Naval firing practice scheduled from 140330 to 140730 and 150330 to 150630 UTC Sep 16 in danger area extending 5 NM from 09-55N 080-33E. Safe flying height 1 KM</p> <p>2. Cancel this MSG 150730 UTC Sep 16.</p>																
<p><b>535. Indian Ocean – Off Reunion Island.</b> Charts INT 70 71. Naval gunnery exercises scheduled on 12 Sep 16 from 0700 to 1000 UTC 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.</p> <p>2. Cancel this MSG 121100 UTC Sep 16.</p>																
<p><b>536. Cancel NAVAREA VIII 522 and this MSG.</b></p>																
<p><b>537. NE INDIAN OCEAN.</b> Chart INT 71. SLFV Tokyo marine 03 reported adrift 03-33N 081-16E at 081030 UTC Sep 16 due engine failure.</p> <p>2. Cancel this MSG 111030 UTC Sep 16.</p>																
<p><b>538. NAVAREA VIII Warnings in force as on 09 Sep 16.</b></p> <p><b>2015 SERIES</b> - 287 334 386 735</p> <p><b>2016 SERIES</b> - 064 371 387 420 432 439 445 464 470 471 474 475 483 488 507 508 509 514 515 518 530 531 533 534 535 536 537</p> <p>(a) NAVAREA VIII warnings less than 42 days promulgated via safetyNet.</p> <p>(b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a></p> <p>2. Cancel this MSG 161000 UTC Sep 16.</p>																
<p><b>539. NE Indian Ocean.</b> Charts INT 71. Fishing trawler tokyo marine reported abandoned and adrift 03-25N 081-10E on 11 Sep 16.</p> <p>2. Cancel this MSG 141830 UTC Sep 16.</p>																
<p><b>540. India East Coast – off Dhamra Port.</b> Charts 31 351 INT 706. Experimental flight trials scheduled from ITR on</p> <table border="1"> <thead> <tr> <th>DATE</th> <th>TIME (UTC)</th> </tr> </thead> <tbody> <tr> <td>15 SEP 16</td> <td>0430-0630 and 0830-1030</td> </tr> <tr> <td>16 SEP</td> <td>0430-0830</td> </tr> <tr> <td>19 SEP</td> <td>0430-0630 and 0830-1030</td> </tr> <tr> <td>20 SEP</td> <td>0430-0630 and 0830-1030</td> </tr> <tr> <td>21 SEP</td> <td>0530-0930</td> </tr> <tr> <td>22 SEP</td> <td>0430-0630 and 0830-1030</td> </tr> <tr> <td>23 SEP</td> <td>0230-0630</td> </tr> </tbody> </table> <p>2. Danger zone bounded by 21-19.8N 086-51.8E, 21-01.3N 086-48.2E, 20-26.1N 087-34.0E, 20-57.1N 088-01.8E, 21-32.7N 087-16.6E, 21-27.1N 086-58.8E.</p> <p>3. Cancel NAVAREA 533 and this MSG 230730 UTC Sep 16.</p>	DATE	TIME (UTC)	15 SEP 16	0430-0630 and 0830-1030	16 SEP	0430-0830	19 SEP	0430-0630 and 0830-1030	20 SEP	0430-0630 and 0830-1030	21 SEP	0530-0930	22 SEP	0430-0630 and 0830-1030	23 SEP	0230-0630
DATE	TIME (UTC)															
15 SEP 16	0430-0630 and 0830-1030															
16 SEP	0430-0830															
19 SEP	0430-0630 and 0830-1030															
20 SEP	0430-0630 and 0830-1030															
21 SEP	0530-0930															
22 SEP	0430-0630 and 0830-1030															
23 SEP	0230-0630															
<p><b>541. India East Coast – South East of Kakinada.</b> Charts 31 391 INT 706. Naval firing practice scheduled on 15 Sep 16 from 0700 to 1130 UTC in danger area bounded by 15-30N 083-24E, 16-14N 084-00E, 15-34N 084-46E, 15-08N 084-24E. Safe flying height 8000 metres.</p> <p>2. Cancel this MSG 151230 UTC Sep 16.</p>																
<p><b>542. Se Indian Ocean.</b> Chart INT 70. Fallout hazard predicted daily from rocket vega VV07 from 16 Sep to 16 Oct 16 from 0354 - 0511 UTC in danger area bounded by 15-11S 090-36E, 15-15S 090-56E, 27-05S 088-15E, 27-00S 087-52E.</p> <p>2. Cancel this MSG 160615 UTC Oct 16.</p>																
<p><b>543. Bay Of Bengal – off Trincomalee.</b> Charts 359 3014 INT 71. Naval firing practice scheduled on 15 Sep 16 from 0330-0630 UTC in danger area bounded within 08-20N to 08-30N and 081-30E to 081-40E. Safe flying height 3000 metres.</p> <p>2. Cancel this MSG 150730 UTC Sep 16.</p>																

<p><b>544. Bay of Bengal – off Dondra Head.</b> Charts 33 264 INT 71. Naval firing practice scheduled on 16 Sep 16 from 0330-0830 UTC in danger area extending 5 NM from 05-30N 080-30E. Safe flying height 3000 metres.</p> <p>2. Cancel this MSG 160930 UTC Sep 16.</p>
<p><b>545. India East Coast – off Ravva Oda.</b> Charts 355 391 INT 706. Oceanographic equipment moored subsea by M/S Fugro at 16-17.7N 082-22.7E, 16-07.9E, 082-17.2E, 16-25.1N 082-23.7E, 16-18.6N 082-17.1E, 16-11.9N 082-20.1E, 16-21.0N 082-18.6E, 16-21.8N 082-19.2E for met studies.</p> <p>2. Wide berth requested.</p> <p>3. Cancel this MSG 101830 UTC Oct 16.</p>
<p><b>546. India West Coast – off Mumbai.</b> Charts 255 INT 71. MV Malaviya Sixteen, MT Raaj , MT Kalika and Pontoon Gammon Oct B iii laying cable from 19-07.98N 072-48.69E to 18-59.76N 072-34.10e.</p> <p>2. Cancel this MSG 191830 UTC Oct 16.</p>
<p><b>547. Cancel NAVAREA VIII 483 and this MSG.</b></p>
<p><b>548. Lakshadweep Sea – off Galle.</b> Charts 32 225 INT 71. MV Magnum Fortune reported man overboard 05-54.3N 079-59.5E at 131020 UTC Sep 16.</p> <p>2. Vessels transiting to keep sharp lookout.</p>
<p><b>549. India East Coast – South East of Kakinada.</b> Charts 31 32 391 INT 706. Naval missile firing scheduled on 17 Sep 16 from 0130 to 0730 UTC in danger area bounded by 15-30N 083-24E, 16-14N 084-00E, 15-34N 084-46E, 15-08N 084-24E. Safe flying height 22000 metres.</p> <p>2. Cancel this MSG 170830 UTC Sep 16.</p>
<p><b>550. Lakshadweep Sea – off Colombo.</b> Charts 32 264 INT 71. Naval firing scheduled on 16 Sep 16 from 0430-0630 UTC in danger area extending 5 NM from 06-45N 079-30E. Safe flying height 1000 metres.</p> <p>2. Cancel this MSG 160730 UTC Sep 16.</p>
<p><b>551. North Indian Ocean - off Dondra Head.</b> Chart INT 71. SLFV Jaya Shanu reported adrift 04-36N 081-47E at 121000 UTC Sep 16 due engine failure.</p> <p>2. Cancel this MSG 151000 UTC Sep 16.</p>
<p><b>552. North Indian Ocean.</b> Chart INT 71. SLFV Sajith Putha reported adrift 00-47S 077-41E at 120930 UTC Sep 16 due engine failure.</p> <p>2. Cancel this MSG 150930 UTC Sep 16.</p>
<p><b>553. Cancel NAVAREA VIII 518 and this MSG.</b></p>
<p><b>554. Andaman Sea – South of Barren I.</b> Charts 41 473 INT 71. Naval firing scheduled on 20 and 21 Sep 16 from 0430-0930 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-20E. Safe flying height 1525 metres.</p> <p>2. Cancel this MSG 211030 UTC Sep 16.</p>
<p><b>555. Bay Of Bengal – off Kankasanturai.</b> Charts 32 358 INT 71. Naval firing scheduled on 20 Sep 16 from 0330-0830 UTC in danger area extending 5 NM from 09-55N 080-33E. Safe flying height 1000 metres.</p> <p>2. Cancel this MSG 200930 UTC Sep 16.</p>
<p><b>556. India West Coast – off Mumbai.</b> Charts 292 INT 71. SV Fugro Mapper progressing survey in vicinity of 19-29N 072-00E, 19-15N 070-52E, 19-44N 071-08E, 19-04N 071-54E, 19-57N 72-09E, 20-09N 071-45E.</p> <p>2. Wide berth requested.</p> <p>3. Cancel this MSG 311830 UTC Oct 16.</p>
<p><b>557. India West Coast – Kochi Port.</b> Charts 2004 2045. INS Sutlej will progress hydrographic survey from 16 Sep 16 in area bounded by 09-58.3N 076-15.1E, 09-58.3N 076-15.2E, 09-57.9N 076-15.6E, 09-57.8N 076-15.5E.</p> <p>2. Wide berth from ship and survey boat requested.</p> <p>3. Cancel this MSG 241830 UTC Sep 16.</p>
<p><b>558. Central Andaman Sea.</b> Charts 41 INT 71. MV M Star 1 reported sunk in position 09-54N 096-50E. One crew missing.</p> <p>2. Vessels transiting to keep sharp lookout.</p>

**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
D7329.55	- VLCC-1. Jetty. MD1	25 11.36 N 56 22.99 E	Q R	..	1	Mast on dolphin	
*	*	*	*	*	*	*	*
D7329.56	- VLCC-1. Jetty. BD1	25 11.42 N 56 23.01 E	Q R	..	1	Mast on dolphin	
*	*	*	*	*	*	*	*
D7329.57	- VLCC-1. Jetty. BD4	25 11.50 N 56 23.00 E	Q R	..	1	Mast on dolphin	
*	*	*	*	*	*	*	*
D7329.58	- VLCC-1. Jetty. MD6	25 11.56 N 56 22.96 E	Q R	..	1	Mast on dolphin	
*	*	*	*	*	*	*	*
F0794	- N E Breakwater	06 57.64 N 79 51.20 E	Dir Iso WRG	22	W 7 R 5 G 5	..	Iso G132.25°-133.5°(1.25°) Iso W133.5°-134.5°(1°) Iso R134.5°-135.75°(1.25°)
*	*	*	*	*	*	*	*
F0795	- N Pier. Head	06 57.47 N 79 51.20 E	F R	2	1	Pedestal	<b>TE 2016</b> *
F0853	Remove from list ; deleted						
F0858	Remove from list ; deleted						
F0866	Remove from list ; deleted						
F0870	Point Pedro	09 49.64 N 80 14.83 E	FI W 5s	31	10	White masonry tower	<i>fl 0.5,</i> <i>W090°-330° (240°).</i> <b>TE 2016</b> *
F0874	Karaitivu. NW point. Kovilan	09 45.70 N 79 51.80 E	FI(2)W10s	30	11	White masonry tower 30	<i>fl 0.5, ec 1.5, fl 0.5, ec 7.5</i> <b>TE 2016</b> *
F0875	Remove from list ; deleted						
F0876	Remove from list ; deleted						
F0877	Remove from list ; deleted						
F0886	Remove from list ; deleted						
F1048.5	- Patenga Point	22 13.11 N 91 47.62 E	FI R 5s				
*	*	*	*	*	*	*	*
F1526.4	Remove from list ; deleted						
F1526.5	Remove from list ; deleted						
F1844	PULAU-PULAU ANAMBAS AND KEPULAUAN NATUNA. NATUNA SELATAN - Pulau Subi Kecil. Summit	03 02.95 N 108 50.73 E	FI W 5s	83	24	White metal framework tower 22	<i>fl 1.</i> Obscured by Subi Besar and Bakau 337°-024° (47°).
F1846	-Kelapa Island	02 38.63 N 109 09.95 E	FI(2)W 10s	51	18	White beacon 40	<i>fl 1, ec 1.5, fl 1, ec 6.5</i>
F1847	- Serasan	02 29.84 N 109 00.52 E	LFI W 9s	12	7	Tower	<i>fl 2</i> <b>TE 2016</b> *



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

**INP 31(1), 2014**

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

**Page 83, ANTI-PIRACY Contact Table**

*Delete entry and replace by new table on page 8.2;*

**(Source: BA 34/16)**

**(18 /16)**

**ANTI-PIRACY Contact Table**

This Table will be amended when necessary by Notices to Mariners

<b>Authority</b>	<b>UK Maritime Trade Operations (MTO) Middle East Region</b>	<b>EU NAVFOR Somalia</b>	<b>The IMB Anti-Piracy Reporting Centre</b>	<b>NATO Shipping Centre</b>	<b>NCAGS Detachment Baharain 2</b>
<b>Address</b>	<p>Maritime Trade Information Centre, UKMTO MCSU, PtP GenetiQ Site Southwick Hill Road Portsmouth PO9 3RU</p> <p>UKMTO Dubai British Embassy Dubai PO Box 65</p>	<p>Operations Centre Maritime Security Centre (Horn of Africa) European Union Operation HQ Northwood Headquarters Sandy Lane Northwood Middlesex, HA6 3HP ENGLAND</p>	<p>ICC International Maritime Bureau Piracy Reporting Centre P.O. Box 12559 50782 Kuala Lumpur Malaysia</p>	<p>Atlantic Building Northwood Headquarters Sandy Lane Northwood Middlesex, HA6 3HP England</p>	<p>Naval Cooperation and Guidance for shipping (NCAGS) CTF-55 NCAGS PSC 851 Box 190 FPO AE 09834</p>
<b>Region Covered</b>	<p>Red Sea &amp; Gulf of Aden Arabian Sea &amp; Somali Basin Gulf of Oman. Persian Gulf</p>	<p>Gulf of Aden Somali Basin Horn of Africa</p>	<p>Worldwide</p>	<p>Red Sea &amp; Gulf of Aden Arabian Sea &amp; Somali Basin Gulf of Oman</p>	<p>US Navy Fifth Fleet Area of responsibility</p>
<b>Emergency Reporting</b>	<p>Tel: +44 971 50 552 3215 +44 2392 222060 Officer in Charge (OiC) +971 50 559 3983 UKMTO Dubai +971 50 552 6007 Deputy (OiC)</p>	<p>Tel: +44 1923 958545</p>	<p>Tel: +603 2031 0014 (H24)</p>	<p>Tel: +44 1923 956574</p>	<p>Tel: +973 17858240 CTF-55 Battle Watch</p>
<b>Fax/Telex</b>	<p>Fax: +971 4 309 4254</p>	<p>Fax: +44 1923 958520</p>	<p>Fax: +603 2078 5769 Telex: +84 34199 (IMBPCI MA34199)</p>	<p>Free Fax: +44 1923 956575</p>	<p>Fax: +973 1785 4647</p>
<b>E-mail</b>	<p>watchkeepers@ukmto.org UKMTO@eim.ae</p>	<p>opscentre@mschoa.org postmaster@mschoa.org</p>	<p>imbkl@icc-ccs.org piracy@icc-ccs.org</p>	<p>info@shipping.nato.int</p>	<p>cusnc.ncags_bw@me.navy.mil cusnc.bwc@me.navy.mil</p>
<b>Helplines</b>			<p>Tel: +603 2078 5763 e-mail: imbsecurity@icc-ccs.org</p>		<p>Tel: +973 17858240 +973 17851023</p>

<b>Website</b>		<a href="http://www.mschoa.org">www.mschoa.org</a>	<a href="http://www.icc-ccs.org">www.icc-ccs.org</a>	<a href="http://www.shipping.nato.int">www.shipping.nato.int</a>	
<b>Notes</b>	In case of emergency, call: UKMTO			Operation OCEAN SHIELD	CTF 55

**INP 31(2), 2014***(Last correction: Edition No. 16 dated 16 Aug2016)*

**PAGE 4, MOZAMBIQUE**  
**74240 Macuti Approach Lt Buoy.**  
**Delete entry**

*(Source: BA 34/16)**(18/16)*

**PAGE 82, TABLE 02**  
**Insert entry below 11 APRIL 2013**

0 hours	1 Sep 2016	-0.3 seconds	33/16
---------	------------	--------------	-------

*(Source: BA 33/16)**(18/16)***INP 31(5), 2011***(Last correction: Edition No. 14 dated 16 Jul2016)*

**PAGE 121, Chapter 09, MARITIME SAFETY INFORMATION (MSI) UNDER GMDSS, NAVAREA X**  
**(Australia)**

*Delete entry and replace by:***NAVAREA X (Australia)**

Senior Search &amp; Rescue Officer

JRCC AUSTRALIA

Emergency Response Division

Australian Maritime Safety Authority

82 Northborne Avenue, Braddon ACT 2612

GPO Box 2181

Canberra ACT 2601

Australia

Tel.: +61 2 6230 6811(H24)(Maritime)

Fax: +61 2 6230 6899(H24)(Aviation)

E-mail: rccaus@amsa.gov.au

Website: <http://www.amsa.gov.au>Warning Url: [www.amsa.gov.au/search-and-rescue/distress-and-safety-comms/msi/msi-email/index.asp](http://www.amsa.gov.au/search-and-rescue/distress-and-safety-comms/msi/msi-email/index.asp)*(Source: BA 34/16)**(18/16)***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.

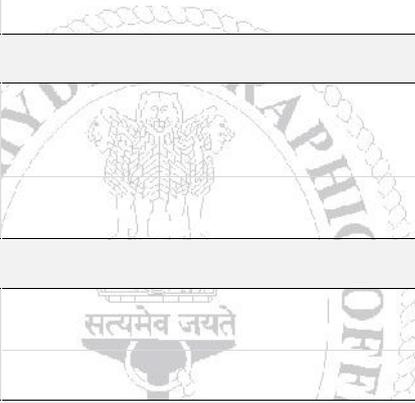
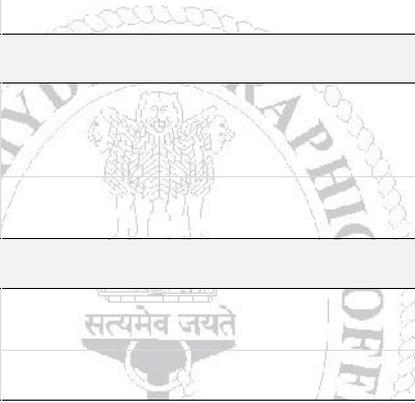
*Please Note:* - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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

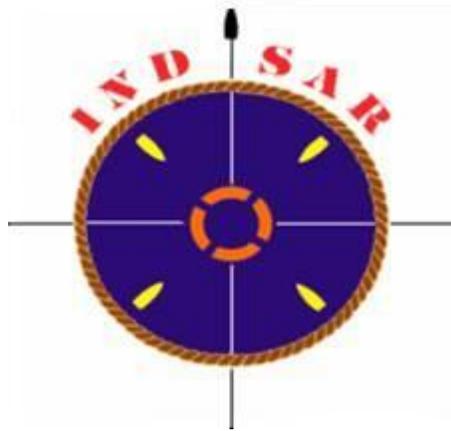


<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object 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					

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

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

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



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

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

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

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

**AFTN: VABBYXYC**