



# INDIAN NOTICES TO MARINERS



EDITION NO. 20 DATED 16 OCT 2016

(CONTAINS NOTICES 181 TO 192)

REACH US 24 x 7



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(PUBLISHED ON NHO WEBSITE ON 1<sup>ST</sup> & 16<sup>TH</sup> 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<sub>s</sub> AND PUBLICATION

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2110	31-07-2016	<b>DAHEJ HARBOUR LIMITS</b> 21° 35'.70N; 72° 29'.80E. 21° 42'.30N; 72° 34'.40E.	12,500	2	Rs. 1870.00

2. The Indian Chart permanently withdrawn is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart/ Edition</i>	<i>Date of Publication</i>
2110	28-02-2014	DAHEJ HARBOUR	2110	31-07-2016

3. The new Indian Electronic Navigational Charts that are available for mariners in the market is as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN42075A	2075	APPROACHES TO TUTICORIN	06-10-2016
IN52075R	2075	TUTICORIN HARBOUR	06-10-2016
IN52125B	2125	BHOGAT ANCHORAGE	06-10-2016
IN54001H	4001	ELPHINSTON HARBOUR AND RANGAT BAY	04-10-2016

4. 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>
IN62110B	2110	DAHEJ HARBOUR	06-10-2016

5. 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>
IN42075T	2075	APPROACHES TO TUTICORIN	24-09-2008
IN52075H	2075	TUTICORIN HARBOUR	25-09-2008
IN54001E	4001	ELPHINSTON HARBOUR AND RANGAT BAY	24-06-2010
IN62110B	2110	DAHEJ HARBOUR	10-06-2014



**VI**

6. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>2018 (INT 7321)</b>	<b>APPROACHES TO KANDLA</b>	<b>37,500</b>	<b>New Chart</b>
<b>2074</b>	<b>PAWAS BAY – RANPAR PORT</b>	<b>10,000</b>	<b>New Chart</b>
	<b>APPROACHES TO PAWAS BAY</b>	<b>25,000</b>	
<b>2118</b>	<b>AZHIKKAL PORT</b>	<b>7,500</b>	<b>New Chart</b>
	<b>AZHIKKAL ANCHORAGE</b>	<b>37,500</b>	
<b>2119</b>	<b>BEYPORE PORT</b>	<b>7,500</b>	<b>New Chart</b>
	<b>BEYPORE ANCHORAGE</b>	<b>25,000</b>	
<b>2124</b>	<b>SALAYA CHANNEL</b>	<b>15,000</b>	<b>New Chart</b>
<b>4005</b>	<b>NANCOWRY HARBOUR AND APPROACHES</b>	<b>12,500</b>	<b>New Edition</b>
<b>4017</b>	<b>EXPEDITION AND GRAND HARBOURS</b>	<b>12,500</b>	<b>New Edition</b>

**Availability of ENC's**

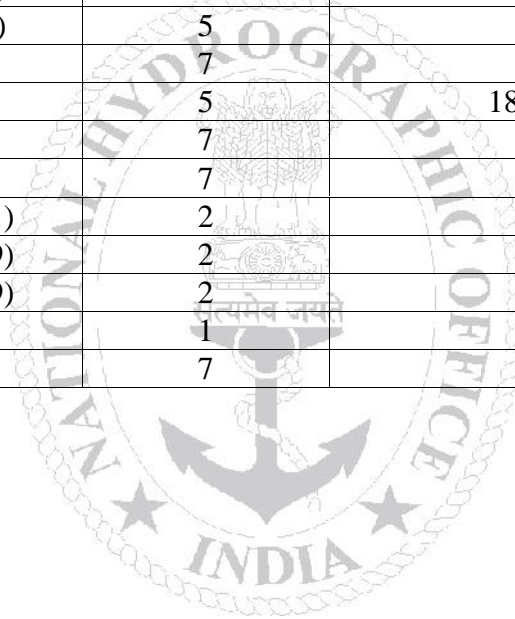
The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the world wide network of their agents and distributors. Updates are also made available as per the existing 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
<b>M/s Primar</b> Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: data@ecc.no Website: - www.primar.org	<b>M/s IIC Technologies Limited</b> B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad - 500 034 Telangana 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 181 to 192 contained in this edition is as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
31	5	191 (T), 192 (T)
32 (INT 754)	5	191 (T)
41 (INT 757)	6	186,187
211	3	183
216	3	184
255 (INT 7334)	3	183
257 (INT 7343)	3	184
258 (INT 7348)	3	184
259 (INT 7356)	3	190
292 (INT 7021)	2	183
293 (INT 7022)	3	183
321	7	192 (T)
354 (INT 7408)	5	191 (T)
355 (INT 7405)	5	191 (T)
371	7	192 (T)
391	5	185, 191 (T)
410	7	188
411	7	188
2033 (INT 7341)	2	182
2079 (INT 7329)	2	181
2083 (INT 7339)	2	182
2507	1	189
4019	7	188



**SECTION – II**

**PERMANENT NOTICES**

**\*181 (20/16) INDIA – WEST COAST – Approaches to Mundra Port – Buoy.**

Source: NHO.

**Chart 2079 (INT 7329)** [previous update NC 15 Mar 2014]

Insert  Fl.5s 22° 39′.92N., 69° 39′.45E.

**\*182 (20/16) INDIA – WEST COAST – Gulf of Kachchh – Sikka Channel – Buoys.**


Source: NHO.

**Chart 2083 (INT 7339)** [previous update 082/16]

Insert  22° 27′.28N., 69° 47′.96E.

Move  from: 22° 27′.71N., 69° 47′.60E.

to: 22° 27′.76N., 69° 47′.64E.


Move  from: 22° 28′.10N., 69° 47′.50E.

to: 22° 28′.11N., 69° 47′.44E.


Move  from: 22° 28′.14N., 69° 47′.58E.

to: 22° 28′.20N., 69° 47′.65E.

**Chart 2033 (INT 7341)** [previous update 082/16]

Move  from: 22° 28′.05N., 69° 47′.50E.


to: 22° 28′.11N., 69° 47′.44E.

Move  from: 22° 28′.11N., 69° 47′.61E.


to: 22° 28′.20N., 69° 47′.65E.

**Chart 2033 (INT 7341) (PLAN)** [previous update 082/16]


Insert  22° 27′.28N., 69° 47′.96E.

Move  from: 22° 27′.63N., 69° 47′.61E.

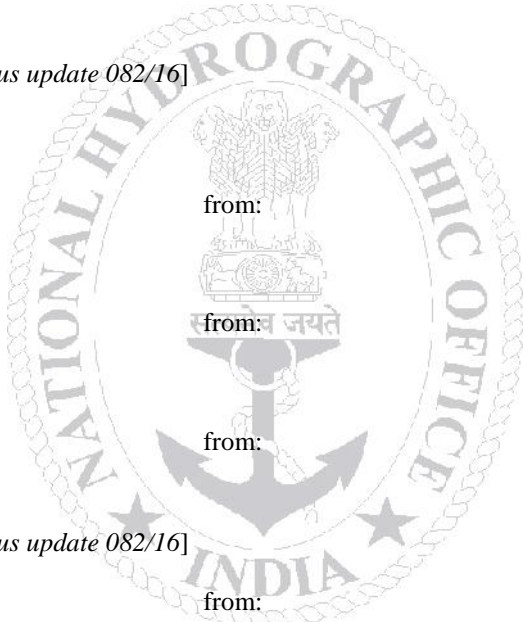
to: 22° 27′.76N., 69° 47′.64E.

Move  from: 22° 28′.05N., 69° 47′.50E.

to: 22° 28′.11N., 69° 47′.44E.

Move  from: 22° 28′.11N., 69° 47′.61E.

to: 22° 28′.20N., 69° 47′.65E.



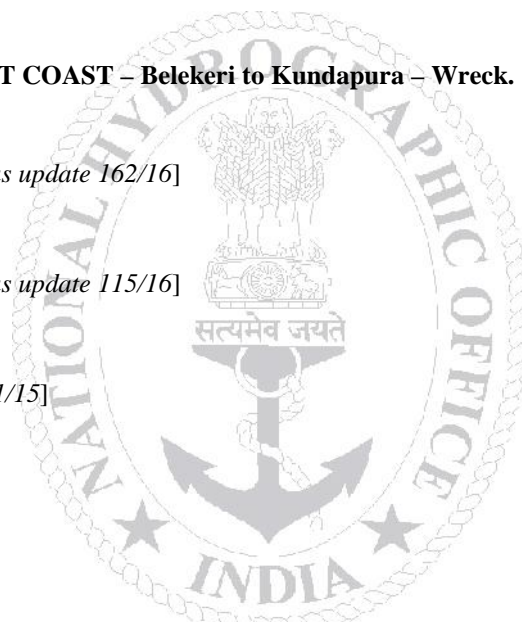


**\*183 (20/16) INDIA – WEST COAST – Satpati to Dighi Harbour – Wreck.**

Source: MRCC Mumbai.

**Chart 293 (INT 7022)** [previous update 132/16]Insert  PA 19° 00′.00N., 72° 10′.00E.**Chart 292 (INT 7021)** [previous update 161/16]Insert  PA 19° 00′.00N., 72° 10′.00E.**Chart 255 (INT 7334)** [previous update 111/16]Insert  PA 19° 00′.00N., 72° 10′.00E.**Chart 211** [previous update 177/16]Insert  PA 19° 00′.00N., 72° 10′.00E.**\*184 (20/16) INDIA – WEST COAST – Belekeri to Kundapura – Wreck.**

Source: MRCC Mumbai.

**Chart 258 (INT 7348)** [previous update 162/16]Insert  PA 13° 53′.93N., 74° 11′.86E.**Chart 257 (INT 7343)** [previous update 115/16]Insert  PA 13° 53′.87N., 74° 11′.90E.**Chart 216** [previous update 031/15]Insert  PA 13° 53′.93N., 74° 11′.86E.**\*185 (20/16) INDIA – EAST COAST – Chennai to Kalingapatnam – Light.**

Source: DLL Visakhapatnam.

**Chart 391** [previous update 199/15]

Amend Light to; Fl(4)20s30m12M 16° 29′.60N., 82° 06′.75E.

**\*186 (20/16) BAY OF BENGAL & ANDAMAN SEA – Andaman Sea – Wreck.**


Source: MRCC Port Blair.

**Chart 41 (INT 757)** [previous update 073/16]Insert  PA 09° 54′.00N., 96° 50′.00E.

**\*187 (20/16) BAY OF BENGAL & ANDAMAN SEA – Andaman Sea – Platforms.**

Source: Myanmar Naval Hydrographic Centre.

**Chart 41 (INT 757)** [previous update 186/16]

Insert	 WP 4	14° 01′.57N., 95° 49′.35E.
	 WP 5	14° 24′.53N., 96° 02′.04E.
	 WP 6	14° 08′.47N., 95° 51′.41E.
	 WP 7	14° 10′.63N., 96° 04′.80E.

**\*188 (20/16) ANDAMAN SEA – Burma – Gifl of Martaban – Rangoon River and Approaches – Buoys.**

Source: Myanmar Naval Hydrographic Centre.

**Chart 410** [previous update 173/16]

Insert	 Fl.G.2s Lower Spit	16° 24′.30N., 96° 22′.30E.
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**Chart 411** [previous update 064/16]

Insert	 Fl.G.2s Lower Spit	16° 24′.30N., 96° 22′.30E.
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**Chart 4019** [previous update 173/16]

Insert	 Fl.G.2s Lower Spit	16° 24′.22N., 96° 22′.48E.
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**\*189 (20/16) INDIAN OCEAN – Mauritius – Grand Port – Legend.**

Source: NHO.

**Chart 2507** [previous update NC 15 Jul 2013]

Amend	Legend to; Bois des Amourettes Jetty	20° 23′.97S., 57° 44′.37E.
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**\*190 (20/16) Miscellaneous updates to charts.**

Source: NHO Dehradun.

Chart	Previous Updates	Details
<b>259</b> (INT 7356)	164/16	For reprint chart 259 (INT 7356) (259.16)
		For; Notice to Mariners <b>2015</b> -91-170- <b>2016</b> -62-163
		Read; Notice to Mariners <b>2015</b> -91-170- <b>2016</b> -62-163-164

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

**\*191 (T) (20/16) INDIA – East Coast – Sacramento Shoal to Kalingapatnam – Survey Operation.**

Source: HQODAG

1. SV Fugro Voyager will be undertaking geotechnical investigation studies in block KG-DWN-98/2 till **15 Feb 17**. The survey area is bounded by the following coordinates:-

Sl. No.	Position
(i)	16° 37'·00N., 82° 25'·00E.
(ii)	16° 23'·10N., 81° 57'·10E.
(iii)	15° 56'·10N., 81° 57'·10E.
(iv)	15° 55'·10N., 82° 34'·00E.
(v)	16° 37'·00N., 82° 34'·10E.

2. All vessels are requested to give a wide berth of 4 NM ahead and 7 NM astern of the vessel and navigate with caution.

**Charts affected – 31 – 32 (INT 754) – 391 – 354 (INT 7408) – 355 (INT 7405).**

**\*192 (T) (20/16) INDIA – Bay of Bengal – Mayu River to Kyaukpyu – Survey Operation.**

Source: Myanmar Hydrographic Office.

1. Geophysical survey will be carried out by survey vessel MV Fogro Equinox (Call sign C6AJ8), in below mentioned area till **30 Nov 16**.

Sl. No.	Position
(i)	19° 56'·43N., 92° 25'·60E.
(ii)	19° 29'·36N., 92° 42'·85E.
(iii)	19° 26'·63N., 92° 34'·28E.
(iv)	19° 50'·99N., 92° 19'·89E.

2. During the operation period unauthorized navigation, anchoring, fishing and trawling is prohibited within 4 KM from the above mentioned area.

3. Mariners are advised to navigate with caution.

**Charts affected – 31– 371 – 321.**

## **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: +91-11-26418643, 46557337, Mob: 9971093992 Email: rpani246@gmail.com</p>	<p><b>M/s VDO Marine Instruments</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>E.W.Liner Charts &amp; Publication (India)</b> 2/524, Sandeep Road, Chinna Neelangarai, Chennai - 600041 Tele: +91-44-24490668 Fax: +91-44-24491668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com Web: www.ewliner.com</p>
<p><b>M/s C &amp; C Marine Combine</b> 25 Bank Street, 1<sup>st</sup> Floor, Fort Mumbai - 400 023 Tel: 91-22- 22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: vijay@ccmarine.in, sales@ccmarine.in</p>	<p><b>Gujarat Pipavav Port Limited</b> PO – Uchhaiya, 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.50-81-48/4, Seetammapeta, Visakhapatnam – 530 016 Tele/ Fax: 0891-2799471, Cell: +91-9849120988, 9885797333 Email : mahalakshmitravels99@gamil.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> Ground Floor, Siksha Sandan, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +91-9337477799, 7077702499 Email: tusarkantha@gmiindia.in Web: www.gmiindia.in</p>
<p><b>Lift o Marine</b> Allen’s Mansion, Flat C6 Nungi Station Road, Bata Nagar Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: sankar@liftmarine.org Web: www.liftmarine.org</p>	<p><b>M/s L. R. Marine Services</b> 301, 3rd Floor, Biry House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-6635 9148 Cell No: +91 8108926880/ +91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com</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> 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana 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: 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 Oct 16:

**2015 SERIES** – 287 334 386

**2016 SERIES** – 064 432 464 470 474 475 546 556 558 565 571 572 573 601 604 606 607 610 612  
618 619 620 623 625 627 628 629 630 631 632

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

<b>610. India West Coast – Off Netrani I.</b> Charts 216 258 INT 71. Fishing boat AMMA reported sunk in position 13-53.93N 074-11.86E. 2. Cancel NAVAREA VIII MSG 507.
<b>611. Bay of Bengal – off Trincomalee.</b> Charts 359 3014 INT 71. Firing by naval ships scheduled on 07 Oct 16 from 0230-1030 UTC in danger area bounded within 08-20N to 08-30N and 081-30E to 081-40E. Safe flying height 16000 metres. 2. Cancel this MSG 071130 UTC Oct 16.
<b>612. India East Coast – Vishakhapatnam.</b> Charts 3012 INT 706. Dolphin nose DGPS (17-41N 083-18 E) inoperative.
<b>613. Cancel NAVAREA VIII 578 583 595 and this MSG. INTM 178(T) 180(T) Refers.</b>
<b>614. Cancel NAVAREA MSG 594 and this MSG.</b>
<b>615. India East Coast – Central Bay of Bengal.</b> Charts 32 INT 71. Firing by CG aircraft scheduled daily from 08-14 Oct 16 from 0130 - 1130 UTC in danger area bounded within 13-30N to 14-30N and 082-00E to 082-40E. Safe flying height 2000 metres. 2. Cancel this MSG 141230 UTC Oct 16.
<b>616. Cancel NAVAREA VIII 602 and this MSG.</b>
<b>617. India West Coast.</b> Charts 255 292 INT 71. Rig list correct at 051001 UTC Oct 16. ABAN ICE 19-12.78N 070-45.13E IN SAFETY FAIRWAY GREAT DRILL CHAARU 20-05.63N 071-48.56E IN SAFETY FAIRWAY ACTINIA 18-37.77N 071-27.17E ABAN III 18-55.53N 072-18.18E ABAN IV 18-29.15N 072-15.11E CE THORNTON 18-42.32N 072-20.29E DISCOVERY-1 20-18.78N 072-02.12E DYNAMIC VISION 19-11.03N 072-11.12E DEEP SEA FORTUNE 19-34.59N 071-23.43E DEEP SEA FOSSIL 19-20.38N 071-25.41E FG MCCLINTOCK 19-37.33N 071-19.97E GREAT DRILL CHAAYA 18-39.26N 070-58.87E GREAT DRILL CHETNA 18-49.13N 071-16.33E GREAT DRILL CHITRA 18-55.98N 070-45.97E NEW HARVEY H WARD 18-34.57N 072-16.74E JINDAL STAR 19-13.21N 072-10.52E JT ANGEL 22-25.98N 068-33.14E MERCURY FOCUS 21-15.78N 072-34.01E NOBLE ED HOLT 20-11.31N 071-52.15E PARAGON L-786 19-29.73N 071-22.89E PARAGON M 1161 19-18.33N 071-27.31E PARAMESWARA 20-01.85N 071-37.94E RON TAPMEYAR 19-24.01N 071-15.33E ROWAN LOUISIANA 19-34.41N 071-41.04E SAGAR GAURAV 19-11.12N 071-33.22E SAGAR SHAKTI 19-37.86N 071-32.28E SAGAR JYOTI 19-11.05N 072-08.03E SAGAR KIRAN 19-19.64N 071-16.56E SAGAR LAXMI 20-58.00N 071-33.00E SAGAR PRAGATI 20-58.00N 071-33.00E SAGAR UDAY 19-21.00N 071-10.46E

<b>617. Continued.</b>	TRIDENT II 18-29.25N 072-14.43E TRIDENT XII 19-31.69N 071-16.51E VICTORY DRILLER 18-31.95N 072-15.23E VIRTUE-I 20-19.05N 072-00.52E VALIANT DRILLER 19-34.43N 071-23.09E
2.	Wide berth requested.
3.	Cancel NAVAREA VIII MSG 371 and 387.
<b>618. India East Coast – Central Bay of Bengal.</b>	Chart 31 33 INT 71. RV MGS Sagar progressing survey in areas bounded by 13-31.1N 083-48.4E, 13-03.4N 083-47.0E, 13-03.7N 082-37.1E, 14-59.5N 082 34.3E, 15-41.6N 083-37.7E and 15-24.5N 085-50.4E, 14-59.9N 085-25.8E 14-00.9N 084-29.9E, 13-31.2N 083-48.4E, 15-41.6N 083-37.7E, 16-14.2N 084-27.0E, 16-34.7N 084-47.8E.
2.	Wide berth requested.
3.	Cancel this MSG 101830 UTC Nov 16.
<b>619. India East Coast – Pondicherry.</b>	Charts 357 3003 INT 71. INS Nirupak progressing hydrographic survey in area bounded by 11-52.6N 079-57.4E, 11-58.4N 079-57.4E, 11-58.4N 079-48.5E, 11-55.6N 079-48.5E, 11-55.6N 079-52.2E, 11-52.6N 079-52.2E.
2.	Wide berth requested.
3.	Cancel this MSG 171830 Oct 16.
<b>620. India West Coast – Tapti ODA.</b>	Charts 292 INT 71. VM Pioneer will progress geophysical survey from 07 Oct 16 in areas bounded by 20-37.8N 072-04.1E, 20-36.1N 072-02.2E, 20-34.6N 072-00.1E, 20-32.8N 071-58.5E, 20-44.8N 071-55.6E.
2.	Wide berth requested.
3.	Cancel this MSG 251830 Oct 16.
<b>621. India West Coast – off Karwar.</b>	Charts 216 257 INT 71. Abandoned fishing boat AKASH reported on fire and adrift 14-29.02N 073-55.31E at 051445 UTC Oct 16.
2.	Cancel this MSG 081530 UTC Oct 16.
<b>622. Bay of Bengal – off Trincomalee.</b>	Charts 359 3014 INT 71. Naval firing practice scheduled on 12 Oct 16 from 0230-1030 UTC in danger area bounded within 08-20N to 08-30N and 081-30E to 081-40E. Safe flying height 8000 metres.
2.	Cancel this MSG 121130 UTC Oct 16.
<b>623. India East Coast – off Kakinada.</b>	Charts 355 INT 71. SV Fugro voyager progressing geophysical survey in area bounded by 16-37.0N 082-25.0E, 16-23.1N 081-57.1E, 15-56.1N 081-57.1E, 15-55.1N 082-34.0E, 16-37.0N 082-34.1E
2.	Wide berth requested.
3.	Cancel this MSG 151830 Feb 17.
<b>624. Cancel NAVAREA 599 and this MSG.</b>	
<b>625. NE Bay of Bengal.</b>	Charts 371 INT 71. MV Fogro Equinox will progress geophysical survey from 10 Oct 16 in area bounded by 19-56.4N 092-25.6E, 19-29.4N 092-42.9E, 19-26.6N 092-34.3E, 19-51.0N 092-19.9E.
2.	Wide berth requested.
3.	Cancel this MSG 301830 Nov 16.
<b>626. NAVAREA VIII warnings in force as on 07 Oct 16.</b>	<b>2015 Series</b> - 287 334 386 <b>2016 Series</b> - 064 432 464 470 474 475 545 546 556 558 565 571 572 573 601 604 606 607 610 612 615 617 618 619 620 621 622 623 625 (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 141000 UTC Oct 16.
<b>627. Palk Bay – off Talaimannar.</b>	Charts 32 316 358 INT 71. Naval firing practice scheduled on 14 Oct 16 from 0430-0830 UTC in danger area extending 5 NM from 09-17N 079-41E and 16 OCT 16 from 0230-0630 UTC in danger area extending 5 NM from 09-17N 079-44E. Safe flying height 7000 metres.
2.	Cancel this MSG 160730 UTC Oct 16.
<b>628. India West Coast – Kandla Port.</b>	Charts 203 2018 INT 71. Tug Savya reported loss of anchor in vicinity of 22-42.6N 070 -03.5E.
<b>629. Bay of Bengal – Off Trincomalee.</b>	Charts 359 3014 INT 71. Naval firing practice scheduled on 19 and 20 Oct 16 from 0230-1130 UTC in danger area bounded within 08-20N to 08-30N and 081-30E to 081-40E. Safe flying height 3000 M.
2.	Cancel this MSG 201230 UTC Oct 16.
<b>630. India West Coast.</b>	Charts 255 292 INT 71. Rig list correct at 141002 UTC Oct 16. ABAN ICE 19-12.78N 070-45.13E IN SAFETY FAIRWAY GREAT DRILL CHAARU 20-05.63N 071-48.56E IN SAFETY FAIRWAY GREAT DRILL CHETNA 19-29.06N 072-00.47E NEW ACTINIA 18-37.77N 071-27.17E

**630. Continued.**

ABAN III	18-55.53N 072-18.18E
ABAN IV	18-29.15N 072-15.11E
CE THORNTON	18-42.32N 072-20.29E
DISCOVERY-1	20-18.78N 072-02.12E
DYNAMIC VISION	19-11.03N 072-11.12E
DEEP SEA FORTUNE	19-34.59N 071-23.43E
DEEP SEA FOSSIL	19-20.38N 071-25.41E
FG MCCLINTOCK	19-37.33N 071-19.97E
GREAT DRILL CHAAYA	18-39.26N 070-58.87E
GREAT DRILL CHITRA	18-55.98N 070-45.97E
HARVEY H WARD	18-34.57N 072-16.74E
JINDAL STAR	19-13.21N 072-10.52E
JT ANGEL	22-25.98N 068-33.14E
MERCURY FOCUS	21-15.78N 072-34.01E
NOBLE ED HOLT	20-11.31N 071-52.15E
PARAGON L-786	19-29.73N 071-22.89E
PARAGON M 1161	19-18.33N 071-27.31E
PARAMESWARA	20-01.85N 071-37.94E
RON TAPPEMEYAR	19-24.01N 071-15.33E
ROWAN LOUISIANA	19-34.41N 071-41.04E
SAGAR GAURAV	19-11.12N 071-33.22E
SAGAR SHAKTI	19-37.86N 071-32.28E
SAGAR JYOTI	19-11.05N 072-08.03E
SAGAR KIRAN	19-19.64N 071-16.56E
SAGAR LAXMI	20-58.00N 071-33.00E
SAGAR PRAGATI	20-58.00N 071-33.00E
SAGAR UDAY	19-21.00N 071-10.46E
TRIDENT II	18-29.25N 072-14.43E
TRIDENT XII	19-31.69N 071-16.51E
VICTORY DRILLER	18-31.95N 072-15.23E
VIRTUE-I	20-19.05N 072-00.52E
VALIANT DRILLER	19-34.43N 071-23.09E

2. Wide berth requested.
3. Cancel NAVAREA VIII MSG 617.

**631. Andaman Sea – South of Barren I.** Charts 41 473 INT 71. Firing practice scheduled on 20 and 21 Oct 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 M.

2. Cancel this MSG 211030 UTC Oct 16.

**632. NAVAREA VIII warnings in Force as on 14 Oct 16.**

**2015 series** - 287 334 386

**2016 series** - 064 432 464 470 474 475 546 556 558 565 571 572 573 601 604 606 607 610 612 618 619 620 623 625 627 628 629 630 631

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

2. Cancel this MSG 211000 UTC Oct 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
<b>D7299.518</b>	Remove from list ; deleted						
<b>D9162.58</b>	Shirinu	27 36.31 N 52 29.29 E	FI(2)R 6s	..	7	Red beacon with cylinder topmark	
*	*	*	*	*	*	*	*
<b>F0800</b>	Remove from list ; deleted						
<b>F1048.3</b>	- Patenga Point	22 12.69 N 91 47.64 E	FI G 5s				
*	*	*	*	*	*	*	*
<b>F1048.5</b>	- Patenga Point	22 13.14 N 91 47.63 E	FI R 5s				
		*					
<b>F1053</b>	Remove from list ; deleted						
<b>F1053.1</b>	Remove from list ; deleted						
<b>F1053.8</b>	Remove from list ; deleted						
<b>F1053.81</b>	Remove from list ; deleted						
<b>F1128.3</b>	-	14 24.53 N 96 02.04 E	Lit	..	..	Platform	
*	*	*	*	*	*	*	*
<b>F1128.4</b>	-	14 10.63 N 96 04.80 E	Lit	..	..	Platform	
*	*	*	*	*	*	*	*
<b>F1128.8</b>	-	14 08.47 N 95 51.41 E	Lit	..	..	Platform	
*	*	*	*	*	*	*	*
<b>F1128.9</b>	-	14 01.57 N 95 49.35 E	Lit	..	..	Platform	
*	*	*	*	*	*	*	*
<b>F1557.3</b>	Remove from list ; deleted						
<b>F1557.4</b>	Remove from list ; deleted						

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

**INP 31(1), 2014**

*(Last correction: Edition No. 18 dated 16 Sep 2016)*

**NIL**

**INP 31(2), 2014**

*(Last correction: Edition No. 18 dated 16 Sep 2016)*

**NIL**

**INP 31(5), 2011**

*(Last correction: Edition No. 18 dated 16 Sep 2016)*

**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.

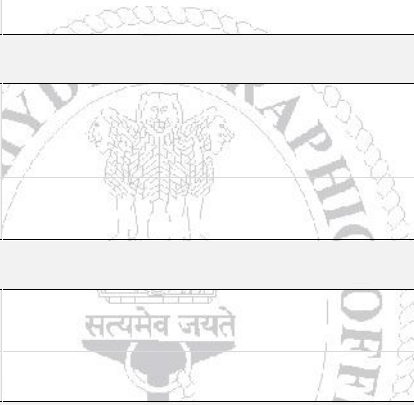
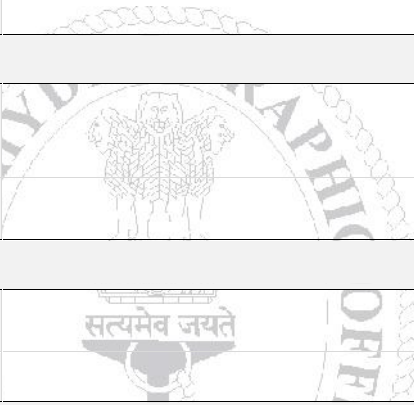
*Please Note:* - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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



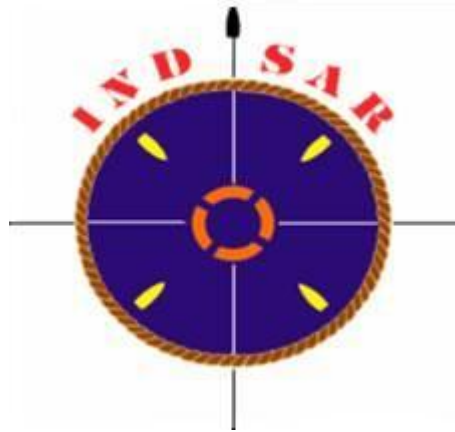
<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object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





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