

INDIAN NOTICES TO MARINERS



EDITION NO. 22 DATED 16 NOV 2016

(CONTAINS NOTICES 202 TO 203)

REACH US 24 x 7



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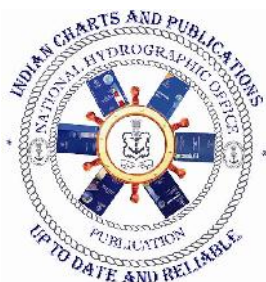
www.hydrobharat.gov.in

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

FEEDBACK: msis-inho@navy.gov.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC_s AND PUBLICATION

1. The new 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 & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
409 (INT 7448)	30-09-2016	NANCOWRY HARBOUR TO GREAT NICOBAR ISLAND <u>LIMITS</u> 06° 37'.00N; 93° 20'.00E. 08° 02'.00N; 94° 11'.00E.	1,50,000	6	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>
409	15-01-2003	NANCOWRY HARBOUR TO GREAT NICOBAR ISLAND	409 (INT 7448)	30-09-2016

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN2471SK	471	KATCHALL ISLAND TO SUMATERA	10-11-2016
IN2472NI	472	NICOBAR ISLANDS	11-11-2016
IN2473NI	473	ANDAMAN ISLANDS	10-11-2016
IN233BBL	33	BAY OF BENGAL – SOUTHERN PORTION	11-11-2016
IN52074B	2074	APPROACHES TO PAWAS BAY – RANPAR PORT	03-11-2016
IN62074F	2074	PAWAS BAY – RANPAR PORT	03-11-2016

4. The Indian Electronic Navigational Chart that are permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN2471KS	471	KATCHALL ISLAND TO SUMATERA	19-02-2013
IN2472AN	472	NICOBAR ISLANDS	19-02-2013
IN2473AI	473	ANDAMAN ISLANDS	19-02-2013
IN233BOB	33	BAY OF BENGAL – SOUTHERN PORTION	27-07-2016
IN62074S	2074	PAWAS BAY – RANPAR PORT	30-11-2012
IN52077A	2077	APPROACHES TO PAWAS BAY	12-11-2015

VI

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2009	BETUL ANCHORAGE; BELEKERI ANCHORAGE	30,000	New Chart
2017	NAVLAKHI & APPROACHES	25,000	New Edition
2018 (INT 7321)	APPROACHES TO KANDLA	37,500	New Chart
2059 (INT 7322)	KANDLA CREEK	15,000	New Edition
	KANDLA SOGAL CHANNEL	20,000	
2118	AZHIKKAL PORT	7,500	New Chart
	AZHIKKAL ANCHORAGE	37,500	
2119	BEYPORE PORT	7,500	New Chart
	BEYPORE ANCHORAGE	25,000	
3004 (INT 7403)	CHENNAI HARBOUR	15,000	New Edition
3013 (INT 7422)	HUGLI RIVER – HALDIA TO KUKRAHATTI REACH	37,500	New Chart
4010	DUGONG CREEK; HUT BAY	25,000	New Chart
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:

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Web site: www.hydro.gov.uk	M/s Jeppesen Norway AS Hovalandsveien 52 PO Box 212, N-4379, Egersund, Norway Ph: +47 51 464700 Mob: +91 93222 38542 Fax: +47 51 464701 Email: enc@jeppesen.com, info@c-map.co.no Website: www.jeppesen.com
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: data@ecc.no Website: - www.primar.org	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad - 500 034 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 202 to 203 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
289	1	203
308	5	202
354(INT 7408)	5	202
391	5	202
8004	1	203

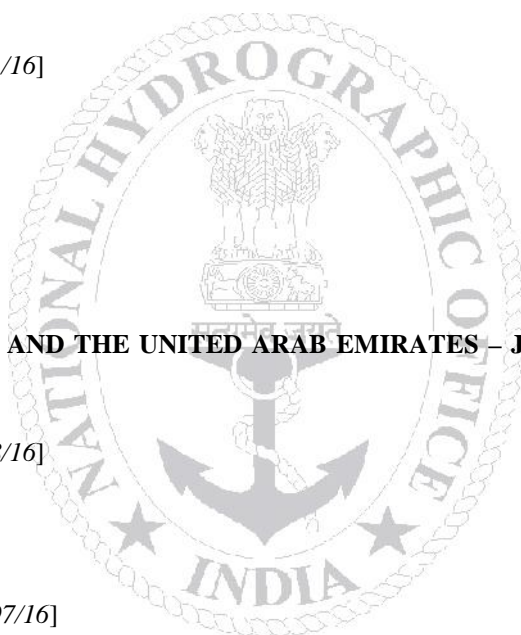


SECTION – II**PERMANENT NOTICES*****202 (22/16) INDIA - EAST COAST – Outer Approaches to Visakhapatnam – Wreck.**

Source: NHO Dehradun.

Chart 391 [previous update 185/16]Insert  17° 41'·16N., 83° 20'·97E.Delete  17° 41'·10N., 83° 21'·12E.**Chart 354 (INT 7408)** [previous update 171/16]Insert  17° 41'·16N., 83° 20'·97E.Delete  17° 41'·10N., 83° 21'·12E.**Chart 308** [previous update 171/16]Insert  17° 41'·16N., 83° 20'·97E.Delete  17° 41'·10N., 83° 21'·12E.**203 (22/16) IRAN, OMAN AND THE UNITED ARAB EMIRATES – Jask to Dubayy and Jazireh – Ye Qeshm – Wreck.**

BA Notice 3338/16.

Chart 289 [previous update 198/16]Insert  25° 30'·40N., 55° 22'·50E. 25° 23'·40N., 55° 19'·50E.**Chart 8004** [previous update 197/16]Insert  25° 30'·30N., 55° 22'·44E. 25° 23'·30N., 55° 19'·44E.

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) - Temporarily Out of Operation

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

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

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

All merchant vessels entering Indian EEZ are advised that dense fishing activity may be encountered off West Coast of India. Fishing is generally carried out by mechanized boats and single hull boats with outboard motors carrying 4-5 crew using long lines upto 50 NM from coast. The vessels traversing the nets are likely to be approached by fishing boats for safeguarding nets and lines and should not be mistaken as skiffs and PAG's. Masters of vessels to report any suspicious activity of fishing vessels immediately to MRCC (Mumbai) on telephone +91-22-24388065, 24316558, Email: - indsar@vsnl.net, or icgmrc_mumbai@mtnl.net . Any suspicious activity of skiffs / boats to be photographed if possible. Merchant vessels with armed guards on board are to report presence of guards to Indian Navy/Coast Guard while transiting Indian EEZ.

(Source - NAVAREA VIII Warning 100/12)

3. **DISPLAY ANOMALIES IN ECDIS**

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

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

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

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

4. SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME

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

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

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

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

5. GAGAN SYSTEM COMMISSIONED FOR OPERATIONS

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

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

6. USAGE OF THURAYA/ IRRIDUM AND SATELLITE PHONE

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

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

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

7. CAUTIONARY NOTE

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

List of Indian Chart Agents

<p>M/s OSA Books and Periodicals R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: rpani246@gmail.com</p>	<p>M/s VDO Marine Insrtuments Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow & Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: atmain@md4.vsnl.net.in</p>
<p>M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor, 58, Dr. Sunderlal Bahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg</p>	<p>E.W.Liner Charts & Publication (India) 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>M/s C & C Marine Combine 25 Bank Street, 1st 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>Gujarat Pipavav Port Limited PO – Ucchaiya, Dist – Amereli, Gujarat – 365 560 Tele: +91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)</p>
<p>M/s SVR Chart Agencies Door No.50-81-48/4, Seetammapeta, Visakhapatnam – 530 016 Tel/ Fax: 0891-2799471, Cell: +91-9849120988, 9885797333 Email : mahalakshmitravels99@gamil.com</p>	<p>C-MAP India Pvt. Ltd 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel/ Fax: 022-67939504 Email: info@c-map.co.in</p>
<p>M/s JM Maritime Services 24/24C Kavarana Building, Ground Floor, Wadi Bunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in, charts@mtnl.net.in</p>	<p>M/s Global Marine Infratech Pvt. Ltd. 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>Lift o Marine 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>M/s L. R. Marine Services 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>M/s Engineering Logistics Executive Multi Services Elems Charts, Door No: 61-4-45-A/4, Prakash Nagar, Malkapuram Visakhapatnam – 530 011 Mob: +91 9133871827 Email: sales@elemscharts.in Web: www.elemscharts.in</p>	<p>M/s IIC Technologies Limited 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@icitechnologies.com Web: www.icitechnologies.com</p>
<p>M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 015 Mob: +91 7926923982 Email: jyoti@aatash.com, zubin@aatash.com</p>	<p>M/s Zenith Surveys (I) Pvt. Ltd. Lakhani’s Plam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: zenithsurveys703@gmail.com, nyvmane@yahoo.com Web: www.zenithsurvey.com</p>

SECTION – V
NAVAREA – VIII WARNINGS IN FORCE

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2012.
2. NAVAREA VIII Warnings in force as on 15 Nov 16:

2015 SERIES – 287 334 386

2016 SERIES – 064 432 464 474 475 571 572 644 658 665 669 671 681 683 684 685 686 687 688
689 692 693 694 695 696 697

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

<p>671. India West Coast – Hazira. Charts 292 INT 71. MT Surat progressing pipeline survey in area bounded by 21-13.1N 072-27.3E, 21-13.2N 072-35.7E, 21-01.5N 072-38.8E, 21-01.4N 072-36.3E.</p> <p>2. Wide berth requested.</p> <p>3. Cancel this MSG 301830 UTC Nov 16.</p>												
<p>672. Bay of Bengal – off Kankasanturai. Charts 32 358 INT 71. Naval firing practice scheduled on 06 Nov 16 from 0330-0830 UTC in danger area extending 6 NM radius from 09-55N 080-33E. Safe flying height 5000 M.</p> <p>2. Cancel this MSG 060930 UTC Nov 16.</p>												
<p>673. Cancel NAVAREA VIII 628 645 653 and this MSG. INTM 195 201(T) 200(T) refers.</p>												
<p>674. Andaman Sea – off Barren I. Charts 41 473 INT 71. Firing practice scheduled on 10 and 11 Nov 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 111030 UTC Nov 16.</p>												
<p>675 India West Coast – off Goa. Charts 22 257 293 INT 71. INS Makar progressing Hydrographic survey in area bounded by 15-19N 073-27E, 15-11N 073-39E, 15-08N 073-32E, 15-22N 073-34E.</p> <p>2. Wide berth of 03 NM requested.</p> <p>3. Cancel this MSG 101830 UTC Nov 16.</p>												
<p>676. North Indian Ocean. Chart INT 71. SLFV Sagara 02 reported adrift 01-15N 080-10E on 03 Nov 16 due engine failure.</p> <p>2. Cancel this MSG 051830 UTC Nov 16.</p>												
<p>677. India East Coast - Vishakhapatnam. Charts 31 308 3002 INT 71. Firing by Naval Coast Battery scheduled on 09 and 11 Nov 16 from 0830 - 1030 UTC.</p> <p>2. Danger sector extending upto 15 NM between bearing 070 and 130 from 17-42N 083-18E. Safe flying height 4000 metres.</p> <p>3. Cancel this MSG 111130 UTC Nov 16.</p>												
<p>678. India West Coast - Revdanda Port. Chart 2026 INT 71. Korlai Lt racon (18-32N 072-54E) inoperative</p>												
<p>679. NAVAREA VIII Warnings in force as on 04 Nov 16. <u>2015 Series</u> - 287 334 386 <u>2016 Series</u> - 064 432 464 474 475 571 572 607 618 644 646 656 657 658 660 661 663 665 669 670 671 672 674 675 676 677 678</p> <p>(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.</p> <p>2. Cancel this MSG 111000 UTC Nov 16.</p>												
<p>680. Central Bay of Bengal. Charts 33 INT 71. SLFV Laksiri 01 reported adrift 13-43N 084-47E at 040530 UTC Nov 16 due engine failure.</p> <p>2. Cancel this MSG 070530 UTC Nov 16.</p>												
<p>681. India West Coast – Vizhinjam. Charts 2111 INT 71. Racon (08-23N 076-59E) inoperative.</p>												
<p>682. Cancel NAVAREA VIII 646 and this MSG.</p>												
<p>683. India West Coast. Charts 255 292 INT 71. Rig list correct at 091001 UTC Nov 16.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">ABAN ICE</td> <td>19-12.78N 070-45.13E IN SAFETY FAIRWAY</td> </tr> <tr> <td>GREAT DRILL CHAARU</td> <td>20-05.63N 071-48.56E IN SAFETY FAIRWAY</td> </tr> <tr> <td>VIVEKANANDA-1</td> <td>20-32.06N 072-09.16E</td> </tr> <tr> <td>VIVEKANANDA-2</td> <td>19-34.16N 071-07.97E</td> </tr> <tr> <td>ABAN III</td> <td>18-55.53N 072-18.18E</td> </tr> <tr> <td>ABAN IV</td> <td>18-36.17N 071-01.65E</td> </tr> </table>	ABAN ICE	19-12.78N 070-45.13E IN SAFETY FAIRWAY	GREAT DRILL CHAARU	20-05.63N 071-48.56E IN SAFETY FAIRWAY	VIVEKANANDA-1	20-32.06N 072-09.16E	VIVEKANANDA-2	19-34.16N 071-07.97E	ABAN III	18-55.53N 072-18.18E	ABAN IV	18-36.17N 071-01.65E
ABAN ICE	19-12.78N 070-45.13E IN SAFETY FAIRWAY											
GREAT DRILL CHAARU	20-05.63N 071-48.56E IN SAFETY FAIRWAY											
VIVEKANANDA-1	20-32.06N 072-09.16E											
VIVEKANANDA-2	19-34.16N 071-07.97E											
ABAN III	18-55.53N 072-18.18E											
ABAN IV	18-36.17N 071-01.65E											

683. Continued.	
ACTINIA	18-37.77N 071-27.17E
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	19-29.06N 072-00.47E
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	19-30.07N 071-21.63E
PARAGON M 1161	19-18.33N 071-27.31E
PARAMESWARA	20-01.85N 071-37.94E
RON TAPMEYAR	19-35.10N 071-19.53E
ROWAN LOUISIANA	19-34.41N 071-41.04E
SAGAR GAURAV	19-11.12N 071-33.22E
SAGAR SHAKTI	19-15.09N 070-52.83E NEW
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 663.
684. India East Coast.	Charts 262 355 INT 706. Rig list correct at 091003 UTC Nov 16.
ABAN ABRAHAM	16-11.42N 082-12.65E
ABAN II	16-23.23N 082-01.41E
JACK BATES	16-15.28N 082-12.98E NEW
RIG 805	16-40.18N 082-25.72E
SAGAR RATNA	16-20.43N 081-59.35E
SAGAR BHUSHAN	16-17.74N 082-11.03E NEW
GSF – 140	08-56.45N 079-04.57E
DDKG 2	16-41.52N 082-42.73E
DS MATDRILL	15-38.22N 080-48.67E
SAGAR VIJAY	16-19.41N 082-10.51E
2.	Wide berth requested.
3.	Cancel NAVAREA VIII MSG 656.
685. India East Coast – off Ravva ODA.	Charts 355 INT 71. Oceanographic equipment moored subsea at 16-17.73N 082-22.75E, 16-07.89N, 082-17.16E, 16-25.14N 082-23.70E, 16-18.64N 082-17.10E, 16-11.96N 082-20.05E, 16-21.04N 082-18.61E, 16-21.85N 082-19.15E.
2.	Wide berth of over 1 NM requested.
3.	Cancel NAVAREA 657.
686. India East Coast – off Balasore.	Charts 31 351 352 INT 706. Experimental flight trial scheduled from ITR on 16 Nov from 0230-0630 UTC and 17 Nov 16 from 0330-0730 UTC in danger zone bounded by 21-22.04N 086-56.37E, 21-09.75N 086-50.59E, 19-37.38N 087-31.93E, 20-02.60N 088-35.28E, 21-37.29N 087-52.26E.
2.	Cancel this MSG 170830 UTC Nov 16.
687. India West Coast - off Trivandrum.	Charts 22 222 INT 71. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 16 Nov 16 from 0530-0730 UTC.
2.	Danger sector
(a)	Radius of 05 NM from Thumba between azimuth 190 and 300.
(b)	Radii of 45 and 75 nm from Thumba between azimuth 220 and 260.
3.	Cancel this MSG 160830 UTC Nov 16.
688. Bay of Bengal – off Trincomalee.	Charts 359 3014 INT 71. Naval firing practice scheduled on 17 Nov 16 from 0330-1130 UTC in danger area bounded within 08-20N to 08-30N and 081-30E to 081-40E. Safe flying height 5000 metres.
2.	Cancel this MSG 171230 UTC Nov 16.

<p>689. India East Coast - Vishakhapatnam. Charts 31 308 3002 INT 71. Firing by Naval Coast Battery scheduled on 16 Nov 16 from 0830 - 1030 UTC.</p> <p>2. Danger sector extending upto 15 NM between bearing 070 and 130 from 17-42N 083-18E. Safe flying height 10000 metres.</p> <p>3. Cancel this MSG 161130 UTC Nov 16.</p>
<p>690. Cancel NAVAREA VIII 670, 678 and this MSG.</p>
<p>691 India West Coast - Revdanda Port. Chart 2026 INT 71. Korlai Lt (18-32N 072-54E) RACON and AIS inoperative.</p>
<p>692. NAVAREA VIII Warnings in force as on 11 Nov 16. 2015 Series - 287 334 386 2016 Series - 064 432 464 474 475 571 572 607 644 658 665 669 671 681 683 684 685 686 687 688 689 690 691 (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.</p> <p>2. Cancel this MSG 181004 UTC Nov 16.</p>
<p>693. Central Lakshadweep Sea. Chart INT 71. SLFV Shehan 06 adrift 05-40N 078-37E at 130400 UTC Nov 16 due engine failure.</p> <p>2. Cancel this MSG 160400 UTC Nov 16.</p>
<p>694. India West Coast - Gulf of Kachchh. Charts 203 INT 71. Salaya channel buoy Ranwara (22-39.21N 069-19.74E) unlit.</p> <p>2. Cancel NAVAREA VIII MSG 607.</p>
<p>695. Lakshadweep Sea – off Colombo. Charts 23 263 INT 71. Firing practice scheduled from 180330 – 180830 and 220230 - 220930 UTC Nov 16 in danger area bounded by 07-19N 079-10E, 07-16N 079-30E, 07-03N 079-10E, 07-06N 079-30E. Safe flying height 7000 metres.</p> <p>2. Cancel this MSG 221030 UTC Nov 16.</p>
<p>696. India East Coast – off Balasore. Charts 31 351 INT 71. Experimental flight trial scheduled from ITR on 21 and 23 Nov 16 from 0330-0630 UTC in danger zone bounded by 21-22.25N 086-55.72E, 21-08.94N 086-52.65E, 18-39.62N 088-15.67E, 19-23.70N 089-18.63E, 21-21.78N 087-10.85E, 21-22.68N 086-56.34E.</p> <p>2. Cancel this MSG 230730 UTC Nov 16.</p>
<p>697. India West Coast – off Tapti ODA. Charts 21 210 INT 71. Firing by CG aircraft scheduled on 19 Nov 16 from 0330-1130 UTC in danger area bounded by 20-13.3N 071-59.0E, 20-13.3N 072-08.0E, 20-06.0N 072-06.9E, 20-06.0N 071-57.7E. Safe flying height 1900 metres.</p> <p>2. Cancel this MSG 191230 UTC Nov 16.</p>

SECTION – VI

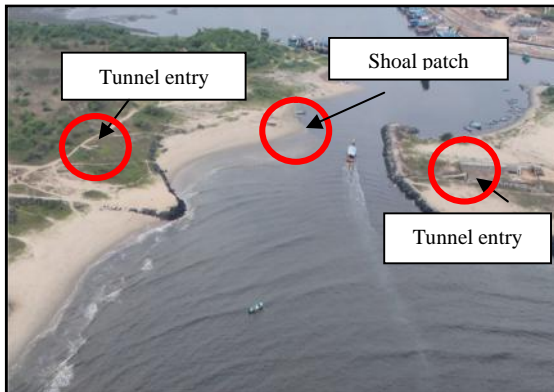
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

Bay of Bengal Pilot (INP-2)

Chapter –2(Page 104)

Article 2.42, Delete Para 4, and replace by:

4 An underwater tunnel exists between the northern and southern breakwaters which severely limits the depths at the harbour mouth to about 2 m. In addition excessive siltation has taken place at the entrance of the channel leaving a very small channel of about 10m for the boats to transit.



Pondicherry Port entrance channel

Article 2.42, Para 7, line 1

Delete text

“A small tug of 108 BHP is available.”

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7329.771	- SPM 1	25 13.09N 56 24.70E	Mo(B)Y 15s	..	5	Yellow mooring buoy	
	--	.. *	Horn Mo(B) 30s				
D7329.772	- SPM 2	25 13.77N 56 23.69E	Mo(C)Y 15s	..	5	Yellow mooring buoy	
	--	.. *	Horn Mo(C) 30s				
D7329.773	- SPM 3	25 14.23N 56 24.84E	Mo(E)Y 15s	..	5	Yellow mooring buoy	
	--	.. *	Horn Mo(E) 30s				
	VISHAKHAPATNAM HARBOUR						
F0970	- Dolphin's Nose	17 40.59 N 83 17.56 E	FI W 10s	173	32	White square tower, black bands 19	<i>fl</i> 0.3. F R on radio masts 240m NW ILRS Vol 2 Station 79180 MMSI No 004194437
	--	..	Racon	*
	--	..	AIS	*
	PORT LUMUT. ALUR BARAT LAUT (NW CHANNEL)						
F1554.9	- LdgLts127°57'. Front.Dinding	04 14.68N 100 34.88E	FI(2)G 5s	..	6	Red □ on black and white chequered tower	Common rear F1555 TE 2016
							*
F1575.5	Kuala Sungai Besar.Outer	03 38.64N 100 58.25E	FI R 4s	11	5	Red □ on beacon	*
	*	*	*	*	*	*	*
F1674.3	- Pulau Baran	01 06.77 N 103 19.02 E	FI(2)R 5s	6	4	Red □ on red beacon	<i>fl</i> 0.4, <i>ec</i> 0.6, <i>fl</i> 0.4, <i>ec</i> 3.6. TE 2013
			*				
K0819	Ile Murray	49 30.92 S 70 15.89 E	FI(3)W 12s	49	11	..	TE 2016
							*
K0844.2	Sasak	00 00.10 S 99 41.55 E	FI G 3s	12	12	Green △ on green beacon 10	<i>fl</i> 0.5 Ra Refl
	*	*	*	*	*	*	*

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

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

PAGE 27, MADAGASCAR, ANTSIRANANA (6XC22)

Contacts table, row1, column 2,

Delete: DSC MF HF, and replace by: DSC MF

(Source: BA 42/16)

(22 /16)

PAGE 27, MADAGASCAR, PORT D'EHOALA

Contacts table, row1, column 2,



Delete: DSC VHF MF HF, and replace by: DSC VHF MF

(Source: BA 42/16)

(22 /16)

PAGE 32, MOZAMBIQUE, MAPUTO RADIO MRCC.

Delete entry and replace by:

MOZAMBIQUE			
MAPUTO RADIO MRCC			25°57'S 32°28'E
MMSI 006501000		OBS	
 +258 21494396		 +258 21494396	
		e-mail: safmar@zebrz.uem.mz	
NOTE :			
1. This station accepts Distress, Urgency and Safety traffic including Ship's Weather Reports addressed OBSSERVATOR MAPUTO.			

VHF

	Ch 16		H-24
--	-------	--	------

RT (MF)

	Transmits	Receives	Hours of Watch
	2182	2182	H-24

(Source: BA 42/16)

(22 /16)

PAGE 44, SRI LANKA, COLOMBO RADIO (4PB) [5890] & COLOMBO MRCC, Contacts table.

Delete entry and replace by:

COLOMBO RADIO (4PB) [5890] & COLOMBO MRCC		06°55'N 79°53'E	
		OBS	
☎ +94 11 2423644 (Colombo Radio) +94 11 2423645 (Colombo Radio) +94 11 2423646 (Colombo Radio) +94 11 2212230 (Colombo MRCC) +94 11 2212231 (Colombo MRCC) +94 11 2445368 (Colombo MRCC)		☎ +94 11 2424249 (Colombo Radio) +94 11 2441454 (Colombo MRCC) +94 11 2449718 (Colombo MRCC)	
		e-mail: sateam@slt.com.lk (Colombo Radio) mrcccolombo@gmail.com (Colombo MRCC) nhqdn@yahoo.com (Colombo MRCC)	
NOTES : 1. Station accepts Ship's Weather Reports addressed WEATHER COLOMBO. : 2. Maritime Search & Rescue operations are coordinated by the Sri Lankan Navy. 3. MRCC Colombo is manned H-24. 4. Colombo Radio maintains a continuous listening watch on 2182 kHz and VHF Ch 16.			

(Source: BA 43/16)

(22/16)

INP 31(2), 2014

(Last correction: Edition No. 21 dated 1 Nov 2016)

PAGE 82, TABLE 2Delete: **TABLE 2**, and replace by:**TABLE 2**

This table is designed for use with secondary time signal source which do not carry coded, voice or Morse indications of the difference between the transmitted time signals and UT1.

It allows the user to correct the value of disseminated UTC by adding or subtracting DUT1 as indicated, so obtaining UT1 to a precision of 0.1seconds.

Time UTC	Commencing Date	DUT1	Notified
0 hours	11 Mar 2010	0.0seconds	08/10
0hours	03 Jun 2010	-0.1seconds	31/10
0hours	06 Jan 2011	-0.2seconds	03/11
0hours	12 May 2011	-0.3seconds	18/11
0 hours	04 Nov 2011	-0.4 seconds	45/11
0 hours	09 Feb 2012	-0.5 seconds	19/12
0 hours	10 May 2012	-0.6 seconds	19/12
0 hours	01 Jul 2012	+0.4 seconds	31/12
0 hours	25 Oct 2012	+0.3 seconds	45/12
0 hours	31 Jan 2013	+0.2 seconds	12/13
0 hours	11 Apr 2013	+0.1 seconds	18/13
0hours	22 Aug 2013	0.0seconds	51/14
0 hours	21 Nov 2013	-0.1seconds	51/14
0 hours	20 Feb 2014	-0.2seconds	51/14
0 hours	08 May 2014	-0.3seconds	51/14

0 hours	25 Sep 2014	-0.4 seconds	51/14
0 hours	25 Dec 2014	-0.5 seconds	51/14
0 hours	28 May 2015	-0.7 seconds	25/15
0 hours	01 Jul 2015	+0.3 seconds	43/15
0 hours	17 Sep 2015	+0.2 seconds	43/15
0 hours	26 Nov 2015	+0.1 seconds	46/15
0 hours	31 Jan 2016	+0.0seconds	03/16
0 hours	01 Sep 2016	-0.3seconds	33/16
0 hours	17 Nov 2016	-0.4seconds	44/16

(Source: BA 44/16)

(22 /16)

INP 31(5), 2011

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

PAGE 80, MOZAMBIQUE, MAPUTO RADIO.*Delete entry*

(Source: BA 41/16)

(22 /16)

PAGE 83, MADAGASCAR.*Delete entry*

(Source: BA 41/16)

(22 /16)

PAGE 178, CHAPTER 10, DISTRESS, SEARCH AND RESCUE, SRI LANKA*Delete entry and replace by:*

SRI LANKA			
National SAR Agency: Sri Lanka Navy Address: Naval Head Quarters, Colombo, Sri Lanka Tel: +94 11 2445368 Fax: +94 11 2441454			
Maritime Search and Rescue operations are coordinated by the Sri Lankan Navy. MRCC Colombo is manned 24 hours by a duty staff officer of the Sri Lankan Navy. Colombo Radio (4PB) maintains a continuous listening watch on 2182 kHz and VHF Ch 16 for distress calls. Galle (4PG), a remote controlled station operated from Colombo Radio maintains a continuous listening watch on VHF Ch 16 for distress calls.			
	Telephone +94	Fax +94	Others
MRCC COLOMBO	11 2445368 11 2212230 11 2212231	11 2441454 11 2449718	email: mrcccolombo@gmail.com nhqdn@navy.lk nhqdn@yahoo.com
COLOMBO RADIO (4PB)	11 2423644 11 2423645 11 2423646	11 2424249	email: sateam@slt.com.lk

(Source: BA 43/16)

(22 /16)

INP 31(6), 2012

(Last correction: Edition No. 06 dated 16 Mar 2016)

NIL

SECTION – IX
CORRECTIONS TO MISCELLANEOUS NAUTICAL PUBLICATIONS

Indian Notices to Mariners, Special Edition-2012

Special Notice No. 9 (Page 111)

(Source: INHO, Dehradun)

FIRING AREAS, Para 13, Off Vishakhapatnam

Insert entry after AREA E

AREA M

- a) 17°11'.00 N, 082°29'.00 E
- b) 17°28'.90 N, 083°00'.80 E
- c) 17°29'.80 N, 083°00'.80 E
- d) 17°33'.80 N, 083°10'.40 E
- e) 17°36'.90 N, 083°14'.17 E
- f) 17°38'.00 N, 083°15'.00 E
- g) 17°36'.00 N, 083°15'.00 E
- h) 17°38'.00 N, 083°20'.00 E
- i) 17°29'.00 N, 083°25'.00 E
- h) 17°01'.00 N, 082°35'.00 E

Page 113, *SUBMARINE EXERCISE AREAS, Para 7, Off Vishakhapatnam*

Insert entry after AREA Z3

Area R1

- a) 17°01'.00 N, 082°35'.00 E
- b) 16°46'.00 N, 082°41'.00 E
- c) 17°20'.00 N, 083°32'.00 E
- d) 17°29'.00 N, 083°25'.00 E

Area R2

- a) 16°46'.00 N, 082°41'.00 E
- b) 16°39'.00 N, 083°00'.00 E
- c) 16°52'.00 N, 083°34'.00 E
- d) 17°15'.00 N, 083°24'.00 E

SECTION – X **REPORTING OF NAVIGATIONAL DANGERS**

Appeal to all Mariners

1. Mariners at sea whilst on passage, or whilst entering / leaving ports / harbours and other waterways, are requested to look out for new or suspected dangers to navigation, changes in aids to navigation, or corrections to published charts and Sailing Directions. Whenever any such changes / dangers are observed, mariners are requested to notify the same to the Chief Hydrographer to the Government of India at the following address: -

National Hydrographic Office
107-A, Rajpur Road,
Dehradun - 248001
(UTTARAKHAND), INDIA
e-mail: - inho@navy.gov.in, msis-inho@navy.gov.in
Fax No.: +91-135- 2748373
WEB: www.hydrobharat.gov.in

Instructions for filling up IH 102

2. Kindly follow the instructions below in order to help the Hydrographic Office (the recipient) to quickly issue NAVAREA warning / Notice to Mariners for the benefit of all other mariners at sea.

Position Reporting

3. Accurate position or knowledge of position error is of great importance. Latitude and Longitude should only be used to specify position details when they have been fixed by GPS or Astronomical Observations. A full description of the method, equipment, time and datum (WGS 84/ Everest/Other) used should be given. When position is defined by sextant angles or bearings (true or magnetic to be specified), more than two bearings should be used in order to provide a redundancy check. Distances observed by Radar should be corrected for index errors. Where position is derived after the event, from other observations and/or Dead Reckoning, the methodology of deriving the position should be included.

4. Paper Charts. A copy/tracing of largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.

5. ENCs. A Screen shot of largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected cell should be sent along with details of the ECDIS make and version in use at the time.

Depth Reporting

6. When soundings are obtained using echo sounders, the echo sounding trace should be duly annotated with date, times, position, depths, etc., and forwarded with the IH102. It is important to state whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name and type of echo sounder should also be given.

7. For modern echo sounders that use electronic 'range gating', care should be taken that the correct range scale and appropriate gate width are in use. Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:

- (a) the trace being weaker than normal for the depth recorded;
- (b) the trace passing through the transmission line;
- (c) the feathery nature of the trace.

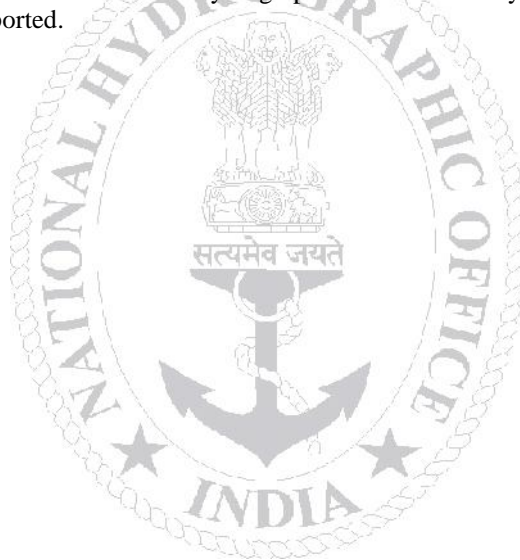
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from the charted depths. Efforts should be made to identify and negate false echoes if any. The Mariners Handbook (NP100) and Notice 15 Special Edition of Notice to Mariners may be consulted.

8. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be notified.

9. Reports of **shoal soundings**, uncharted dangers and aids to navigation out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers in such that any uncharted depth under 30 meters or 15 fathoms may be of sufficient importance to justify a radio message.

10. Changes to Port information should be forwarded on Form IH.102A together with form IH.102. Form 102 A contains the information required for Sailing Directions and should be used as an *aide memoir*. The Mariners Handbook, NP100, Chapter 8 gives general instructions. Where there is insufficient space on the forms an additional sheet should be used.

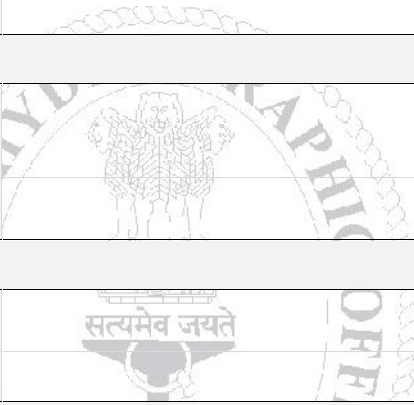
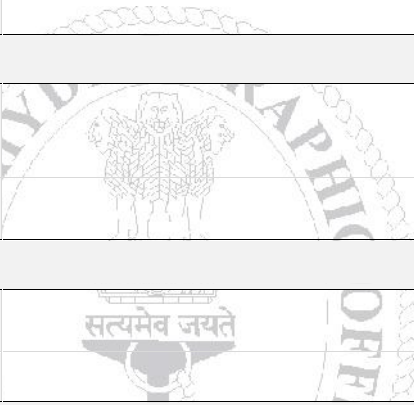
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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



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

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

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

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



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

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