



INDIAN NOTICES TO MARINERS



EDITION NO. 02 DATED 16 JAN 2017

(CONTAINS NOTICES 037 TO 040)

REACH US 24 x 7



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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.

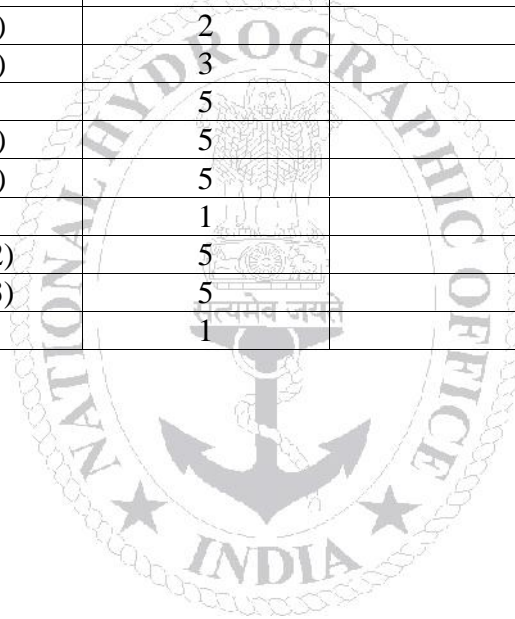
Source Data on Charts. All Indian charts contain specific information on their source of hydrographic data. In areas where the source data is very old, incomplete and less reliable, the mariner must use such charts with prudence. Mariner should always use the largest scale charts available for the area. 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.

SECTION – I

The list of charts affected by the Notices 037 to 040 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	040 (T)
22 (INT 752)	3	040 (T)
23	1	040 (T)
32 (INT 754)	5	040 (T)
214	3	040 (T)
221	3	040 (T)
253 (INT 7328)	2	040 (T)
257 (INT 7343)	3	040 (T)
259 (INT 7356)	3	040 (T)
261	4	040 (T)
263 (INT 7383)	4	040 (T)
272	4	040 (T)
289	1	038
292 (INT 7021)	2	040 (T)
293 (INT 7022)	3	040 (T)
313	5	037
356 (INT 7400)	5	037
357 (INT 7397)	5	037
2067	1	039
3001 (INT 7402)	5	037
3004 (INT 7403)	5	037
8004	1	038



SECTION – II**PERMANENT NOTICES*****037(02/17) INDIA - EAST COAST – Chennai Harbour – Wreck.**


Source: Chennai Port Trust.

Chart 356 (INT 7400) [previous update 138/16]Substitute  for  *Masts* 13° 05′·93N., 80° 19′·16E.**Chart 357 (INT 7397)** [previous update 038/15]Substitute  for  *Masts* 13° 05′·93N., 80° 19′·16E.**Chart 313** [previous update 138/16]Substitute  for  *Masts* 13° 05′·92N., 80° 19′·08E.**Chart 3001 (INT 7402)** [previous update 138/16]Substitute  for  *Masts* 13° 05′·93N., 80° 19′·06E.**Chart 3004 (INT 7403)** [previous update 059/15]Substitute  for  *Masts* 13° 05′·930N., 80° 19′·059E.**038(02/17) IRAN, OMAN AND THE UNITED ARAB EMIRATES – Jask to Dubayy and Jazireh – Ye Qeshm – Buoy.**

Source: BA Notice 4596/16.

Chart 289 [previous update 203/16]Insert  *Fl(2)* 25° 30′·60N., 55° 08′·50E.**Chart 8004** [previous update 203/16]Insert  *Fl(2)10s* 25° 30′·50N., 55° 09′·04E.**039(02/17) SRI LANKA – SW COAST – Approaches to Galle Harbour – Buoy.**

Source: BA Notice 4598/16.

Chart 2067 [previous update 205/14]Insert  *Q Fairway* 06° 00′·50N., 80° 13′·14E.**Chart 2067 (Plan)** [previous update 205/14]Insert  *Q Fairway* 06° 00′·50N., 80° 13′·14E.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***040 (T) (02/17) INDIA – WEST COAST – Arabian Sea – ADCP Moorings.**

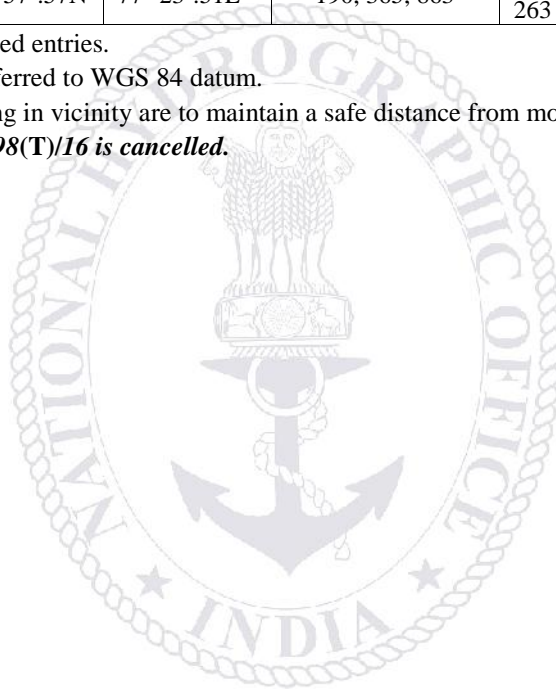
Source: NIO Goa.

1. Underwater Acoustic Doppler Current Profiler (ADCP) mooring deployed by National Institute of Oceanography, Goa in following positions:-

ADCP Mooring	Positions		Depth (in metres)	Charts affected
*OMD9	20° 00'.69N	69° 14'.30E	160, 335, 690,1044	21 – 292 (INT 7021) – 253 (INT 7328)
*OGD12	15° 09'.97N	72° 44'.65E	144, 300, 654,960	22 (INT 752) – 293 (INT 7022) – 214
*OGS12	15° 13'.99N	72° 58'.91E	161	22 (INT 752) – 293 (INT 7022) – 257 (INT 7343) – 214
*OBD4	13° 36'.21N	73° 13'.74E	190, 360, 860	22 (INT 752) – 293 (INT 7022) – 272 – 257 (INT 7343)
*OBS6	13° 52'.69N	73° 24'.49E	186	22 (INT 752) – 293 (INT 7022) – 272 – 257 (INT 7343)
*OKD9	09° 02'.86N	75° 26'.10E	190, 370, 870	22 (INT 752) – 259 (INT 7356) – 221
*KKD7	06° 57'.57N	77° 23'.51E	190, 365, 863	22 (INT 752) – 23 – 32 (INT 754) – 261 – 263 (INT 7383)

* Indicates new or revised entries.

2. All positions referred to WGS 84 datum.
3. Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.
4. ***Former INM 098(T)/16 is cancelled.***



SECTION – IV **MARINE INFORMATION**

1. **NAVTEX TRANSMISSION**

Status of MSI Promulgation by NAVTEX Stations is as follows:-

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 icgmrcc_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.

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.

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>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 – Uchchaiya, 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@gmail.com mahalakshmitravels@hotmail.com</p>	<p>SMS Marine Private Ltd 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: 022-6510 3668, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: info@smsmarine.co.in , raj_chakravorty@yahoo.com Web: www.smsmarine.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>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>M/s 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>L. R. Marine Services 301, 3rd Floor, Biryra House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535 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 40 39144444 Fax: +91 40 39144455 Email: somnath.marthi@icitechnologies.com sanjeev.sharma@icitechnologies.com Web: www.icitechnologies.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 Jan 17:

2015 SERIES – 287 334 386

2016 SERIES – 064 432 464 475 572 644 685 702 703 723 729 737 740 754 767 779 780 781 786
790 805 808

2017 SERIES – 002 005 006 007 008 009 014 016 019 021 023 024 026 027 029 030

3. NAVAREA VIII Warnings issued during the period from 01 Jan to 15 Jan 17 (both dates inclusive) are as tabulated below:–

<p>001. Wishing All Mariners Happy Sailing and Safe Navigation with Fair Winds and Following Seas in 2017. Shano Varuna. 2. Cancel this MSG 05 Jan 17.</p>
<p>002. India West Coast – off Okha. Charts 21 202 INT 71. GTV Samudra Sarvekshak will progress soil coring from 03 Jan 17 in vicinity of 22-49.5N 068-17.8E, 22-58.2N 068-18.3E, 22-58.8N 068-35.9E, 22-38.9N 068-25.2E, 22-24.6N 068-35.3E, 22-57.1N 068-32.3E, 22-55.4N 068-22.2E. 2. Wide berth requested.</p>
<p>003. Cancel NAVAREA VIII 799 and this MSG.</p>
<p>004. India West Coast – off Mumbai Oda. Charts 255 INT 71. INS Makar will progress survey from 05 Jan 17 using towed equipments in area bounded by 18-19.0N 071-19.5E, 18-18.0N 071-25.5E, 18-21.0N 071-24.5E, 18-16.0N 071-20.5E. 2. Wide berth of 03 NM requested. 3. Cancel this MSG 141830 UTC Jan 17.</p>
<p>005. India West Coast – off Jafarabad. Charts 254 INT 71. MV Ocean Pride and Mariner progressing sub structure installation in position 20-41.5N 071-32.83E. 2. Wide berth of 03 NM requested. 3. Cancel this MSG 311830 UTC Jan 17.</p>
<p>006. India West Coast – off Mumbai Oda. Chart 256 293 INT 71. RV Polar Marquis progressing seismic survey in areas bounded by 18-03.9N 072-27.1E, 17-54.1N 072-27.0E, 17-52.0N 072-21.0E, 18-00.0N 072-17.0E and 18-23.2N 072-23.1E, 18-15.1N 072-26.0E, 18-10.6N 072-14.2E, 18-18.9N 072-12.0E and 18-00.3N 072-16.9E, 18-04.2N 072-27.0E, 18-11.9N 072-27.0E, 18-15.1N 072-26.0E, 18-10.6N 072-14.2E. 2. Wide berth requested. 3. Cancel NAVAREA 770 and this MSG 191830 UTC Jan 17.</p>
<p>007. India East Coast – Central Bay of Bengal. Charts 32 INT 71. Firing by CG aircraft scheduled daily from 08 - 14 and 22 – 31 Jan 17 from 0130 - 1130 UTC in danger area bounded within 13-30N TO 14-30N and 082-00E to 082-40E. 2. Cancel this MSG 311230 UTC Jan 17.</p>
<p>008. India West Coast – Gulf of Kachchh. Charts 2068 INT 71. Kalubhar tapu Lt (22-26N 069-35E) unlit.</p>
<p>009. Mid Indian Ocean. Charts INT 71. Man overboard reported from CSCL America between 15-11.4S 067-34.9E at 031400 UTC Jan and 13-14.8S 070-21.5E at 040200 UTC Jan 17. 2. Vessels transiting to keep sharp lookout.</p>
<p>010. India East Coast – off Balasore. Charts 31 351 3031 INT 71. Experimental flight trial scheduled from ITR daily from 10 to 14 Jan 17 from 0530-0930 UTC in danger zone bounded by 21-22.35N 086-55.58E, 21-13.92N 086-51.84E, 20-39.66N 087-22.32E, 20-52.38N 087-36.66E, 21-25.74N 087-05.16E, 21-22.87N 086-56.20E. 2. Cancel this MSG 141030 UTC Jan 17.</p>
<p>011. Cancel NAVAREA VIII 800/16 and this MSG.</p>
<p>012. India East Coast – Off Kakinada. Charts 31 32 INT 71. Firing by naval ships scheduled on 11 and 12 Jan 17 from 0130 – 0730 UTC in danger area bounded by 15-30N 083-24E, 16-14N 084-00E, 15-34N 084-46E, 15-08N 084-24E. 2. Cancel this MSG 120830 UTC Jan 17.</p>
<p>013. Cancel NAVAREA VIII 804/16 and this MSG.</p>
<p>014. Lakshadweep Sea – off Cape Comorin. Charts 21 223 INT 71. INS Sutlej will progress hydrographic survey from 09 Jan 17 in area bounded within 07-32N to 08-25N and 076-58E to 078-25E. 2. Wide berth from ship and survey boats requested. 3. Cancel this MSG 251830 UTC Jan 17.</p>

<p>015. NAVAREA VIII warnings in force as on 06 Jan 17. 2015 Series - 287 334 386 2016 Series - 064 432 464 475 572 644 685 702 703 723 729 737 740 754 765 767 769 779 780 781 786 790 801 802 805 808 2017 Series - 002 004 005 006 007 008 009 010 012 013 014 (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. 2. Cancel this MSG 131000 UTC Jan 17.</p>
<p>016. East Andaman Sea – off Lampi I. Charts 454 BA 216. Underwater obstruction dangerous to surface navigation reported in position 10-45.223N 098-13.164E.</p>
<p>017. Cancel NAVAREA VIII 765/16 and this MSG.</p>
<p>018. India East Coast – off Balasore. Charts 31 351 3031 INT 71. Experimental flight trial scheduled from ITR on 12 and 13 Jan 17 from 0530-0930 UTC in danger zone bounded by 21-22.35N 086-55.58E, 21-13.92N 086-51.84E, 20-39.66N 087-22.32E, 20-52.38N 087-36.66E, 21-25.74N 087-05.16E, 21-22.87N 086-56.20E. 2. Cancel NAVAREA VIII 010/17 and this MSG 131030 UTC Jan 17.</p>
<p>019. India East Coast – off Gopalpur. Charts 31 352 353 3005 INT 706. Army air defence firing scheduled on 12,13,14,20,21,23, 24, 25, 30,31 Jan 17 from 0130-0730 and 0830-1430 UTC in area bounded by (a) 19-14.60N 084-53.70E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 41 NM radius joining point b AND c. 2. Cancel this MSG 311530 UTC Jan 17.</p>
<p>020. Bay Of Bengal – off Trincomalee. Charts 359 3014 INT 71. Naval firing practice scheduled on 12, 13 and 14 Jan 17 from 0230-1130 UTC in danger area bounded within 08-20N to 08-30N and 081-30E TO 081-40E. 2. Cancel this MSG 141230 UTC Jan 17.</p>
<p>021. India West Coast – Mumbai ODA. Charts 255 INT 71. SV Coast Emerald progressing survey in area bounded by 19-46.1N 071-25.0E, 19-46.1N 072-04.5E, 19-31.2N 072-04.5E, 19-31.2N 071-46.8E, 19-44.0N 071-24.9E. 2. Wide berth requested. 3. Cancel this MSG 281830 UTC Feb 17.</p>
<p>022. South Bay Of Bengal. Charts 33 INT 71. SLFV Dinusha Baby 02 reported adrift 11-00N 087-20E at 100530 UTC Jan 17. 2. Cancel this MSG 130530 UTC Jan 17.</p>
<p>023. India West Coast – Gulf of Kachchh and Mumbai Oda. Charts 21 202 292 INT 71. SV Fugro Mapper progressing survey in vicinity of 22-58N 068-17E from 10 – 17 Jan and around 18-00N 072-12E, 18-37N 071-52E, 19-36N 071-53E, 19-06N 071-32E from 20 Jan – 07 Feb 17. 2. Wide berth requested. 3. Cancel NAVAREA VIII 802/16 and this MSG 071830 UTC Feb 17.</p>
<p>024. India West Coast - off Trivandrum. Charts 22 222 INT 71. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 18 Jan 17 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 180830 UTC Jan 17.</p>
<p>025. Central Bay Of Bengal. Charts 33 INT 71. SLFV Madu 6 reported adrift 14-12N 084-26E at 120330 UTC Jan 17 due engine failure. 2. Cancel this MSG 150330 UTC Jan 17.</p>
<p>026. Andaman Sea – off Barren I. Charts 41 473 INT 71. Firing practice scheduled on 18 and 19 Jan 17 from 0430-0930 UTC in danger area bounded within 11-50N to 12-00N and 093-40E TO 094-20E. 2. Cancel this MSG 191030 UTC Jan 17.</p>
<p>027. India East Coast- Vishakhapatnam. Charts 31 308 3002 INT 71. Firing by naval coast battery scheduled on 18 Jan 17 from 0630 - 1030 UTC in danger sector extending upto 15 NM between bearing 070 and 130 from 17-42N 083-18E 2. Cancel this MSG 181130 UTC Jan 17.</p>
<p>028. Cancel NAVAREA VIII 025/17 and this MSG.</p>
<p>029. NAVAREA VIII warnings in force as on 13 Jan 17. 2015 Series - 287 334 386 2016 Series - 064 432 464 475 572 644 685 702 703 723 729 737 740 754 767 769 779 780 781 786 790 805 808 2017 Series - 002 004 005 006 007 008 009 014 016 019 020 021 023 024 026 027 (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. 2. Cancel this MSG 201000 UTC Jan 17.</p>
<p>030. SW Bay of Bengal. Charts 33 INT 71. SLFV Sithumiya reported adrift 10-17N 083-39E at 141000 UTC Jan 17. 2. Cancel this MSG 171000 UTC Jan 17.</p>

6.1

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteris tis	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7091-488	- - BGS	21 09.27 S 55 16.31 E	FI(4)Y 15s	3	3	Yellow x on yellow buoyant beacon	Marks seaward limit of sanctuary.
F0384	- Kalubhar Tapu	22 26.32 N 69 35.23 E	FI(3)W 15s	27	12	White round stone tower 20	(fl 0.75, ec 2.25) x 2, fl 0.75, ec 8.25 TE 2016
F0436	- Savai Bet	20 54.24 N 71 31.58 E	FI(4)W 30s	32	21	White square masonry, red bands 14	(fl 0.3, ec 4.7) x 3, fl 0.3, ec 14.7.
	--	..	Racon	ILRS Vol 2 Station 78950
F1400.4	- Lubuk Gaung Port	01 46.12 N 101 21.65 E	FI W 6s	28	12	Beacon 25	fl 2
F1400.41	- PT Oleokimia Sejahtera Mas. Left Dolphin	01 46.25 N 101 21.69 E	FI Y 5s	10	10	Yellow x on yellow beacon 7	fl 1.5
F1400.42	- PT Oleokimia Sejahtera Mas. Right Dolphin	01 46.12 N 101 21.74 E	FI Y 4s	10	10	Yellow x on yellow beacon 7	fl 1
F1847	- Serasan	02 29.79 N 109 00.64 E	LFI W 9s	12	7	Tower	fl 2 TE 2016
K0932	SELAT BANGKA. SUNGAI PALEMBANG - Ldg Lts 219°. Front. No 3	02 14.43 S 104 54.91 E	LFI W 5s	10	5	White beacon	
K0932.1	- Ldg Lts 219°. Rear. No 4. 0.79M from front	02 14.86 S 104 54.56 E	Oc W 4s	13	8	White ▽ on white metal framework tower 12	ec 1
K0934	- Ldg Lts 005.5°. Front. No 2	02 12.97 S 104 55.72 E	FI W 5s	9	8	White Δ on white metal frame structure 6	fl 0.5. Ra refl
K0934.1	- Ldg Lts 005.5°. Rear. No 1. 0.6M from front	02 12.42 S 104 55.77 E	FI W 5s	15	8	White ▽ on white metal framework structure 11	fl 2. Tide gauge
K0937	- Pulau Payang. Ldg Lts 180°. Front	02 21.26 S 104 55.38 E	Q W 5s	13	5	White Beacon	
K0937.5	SELAT BANGKA. SUNGAI PALEMBANG - Pulau Payang. Ldg Lts 180°. Rear	02 21.43 S 104 55.38 E	Lit				
K0938	- Sungsang. Ldg Lts 195°. Front	02 22.54 S 104 54.27 E	Oc W 5s	13	5	Δ on white beacon	
K0938.1	- Sungsang. Ldg Lts 195°. Rear	02 22.69 S 104 54.23 E	FI W 2.5s	17	10	▽ on white beacon 15	fl 1. Ra refl
K0938.4	- Parit. Ldg Lts 155°. Front. (Musi River)	02 26.31 S 104 56.39 E	FI W 5s	13	5	White Δ on white beacon	fl 1
K0938.41	- Parit. Ldg Lts 155°. Rear	02 26.44 S 104 56.45 E	FI W 5s	30	5	White ▽ on white beacon	fl 1 vis 151°-157° (6°)
K0945.3	- No 71	02 58.40 S 104 51.07 E	FI G 5s	11	5	..	White beacon
K0945.6	Remove from list ; deleted						
K0949	-	02 59.45 S 104 50.06 E	G	White post	

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 23 dated 01 Dec 2016)

NIL

INP 31(2), 2014

(Last correction: Edition No. 24 dated 16 Dec 2016)

NIL

INP 31(5), 2011

(Last correction: Edition No. 01 dated 1 Jan 2017)

NIL

INP 31(6), 2012

(Last correction: Edition No. 24 dated 16 Dec 2016)

NIL

SECTION – IX **REPORTING OF NAVIGATIONAL DANGERS**

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

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

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

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

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

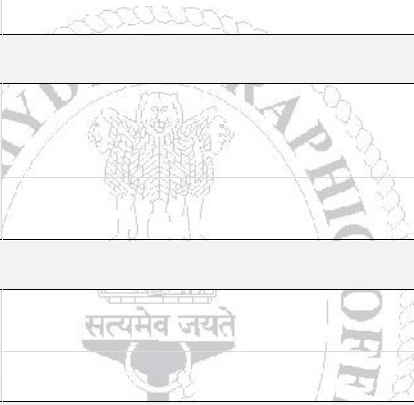
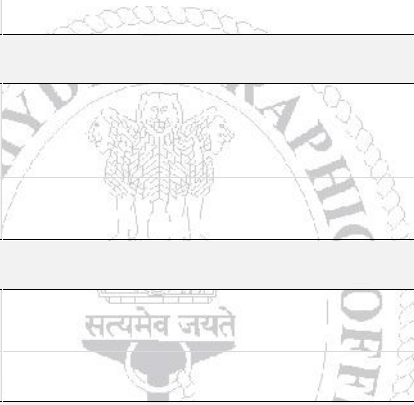
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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



HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's 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

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC