



# INDIAN NOTICES TO MARINERS



EDITION NO. 15 DATED 01 AUG 2017

(CONTAINS NOTICES 113 TO 115)

REACH US 24 x 7



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

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



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## II

### MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer  
to the Government of India**

### **WARNING AGAINST USE OF COUNTERFEIT PRODUCTS**

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

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

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

### III

## **EXPLANATORY NOTES**

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

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

## IV

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

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

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

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

**Use of Global Positioning System (WGS 84) positions.**

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

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

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

## NEWLY PUBLISHED INDIAN CHARTS, ENC'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 &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2554	15-06-2017	<b>ALDABRA ISLAND LIMITS</b> 09° 25.70S; 46° 10'.50E. 09° 20'.50S; 46° 18'.50E	15,000	1	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>
2521	30-06-2015	ALDABRA ISLAND	2554	15-06-2017

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN62554A	2554	ALDABRA ISLAND	26-07-2017

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN62521A	2521	ALDABRA ISLAND	24-08-2015

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
301	APPROACHES TO HUGLI RIVER	1,50,000	New Chart
2003	BADAGARA ANCHORAGE; KASARAGOD ANCHORAGE	25,000	New Chart
2046	VENGURLA ANCHORAGE; REDI ANCHORAGE	25,000	New Edition
2051 (INT 7333)	SALAYA HARBOUR	25,000	New Edition
2077	REVDANDA PORT; HARNAI ANCHORAGE	30,000	New Chart
2081	APPROACHES TO PORTS FROM DIU TO PIPAVAV	75,000	New Chart
2353	APPROACHES TO KARWAR AND BELEKERI	50,000	New Chart
2354	APPROACHES TO TADRI	50,000	New Chart
2355	APPROACHES TO HONAVAR	50,000	New Chart
2357	APPROACHES TO KUNDAPUR	50,000	New Chart
2358	APPROACHES TO HANGARKATTA & MALPE	50,000	New Chart
2514	APPROACHES TO PORT LOUIS	37,500	New Edition
2555	APPROACHES TO ALDABRA ISLAND	37,500	New Chart
2550	PORT VICTORIA	7,500	New Chart
2359 (INT 7350)	APPROACHES TO PORT OF NEW MANGALORE	50,000	New Chart

**VI**

<b>3006 (INT 7423)</b>	<b>HUGLI RIVER;</b>		<b>New Chart</b>
	<b>KUKRAHATI REACH TO ROYAPUR CROSSING</b>	<b>37,500</b>	
	<b>ROYAPUR CROSSING TO CALCUTTA DOCKS</b>	<b>37,500</b>	
	<b>CALCUTTA DOCKS</b>	<b>17,500</b>	
<b>3011 (INT 7421)</b>	<b>HUGLI RIVER – GASPER CHANNEL TO HALDIA</b>	<b>75,000</b>	<b>New Chart</b>
<b>4104</b>	<b>APPROACHES TO PORT MEADOWS &amp; KOTARA ANCHORAGE</b>	<b>25,000</b>	<b>New Chart</b>
<b>4177</b>	<b>TILLANCHANG ISLAND</b>	<b>25,000</b>	<b>New Edition</b>

**MISCELLANEOUS UPDATE**

Refer INTM edition 14 of 2017 dated 16 Jul 17.

**For**

1. The new edition Indian Electronic Navigational Charts 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>
<b>IN52555I</b>	<b>2555</b>	<b>APPROACHES TO ALDABRA ISLAND</b>	<b>12-07-2017</b>

**Read**

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
<b>IN52555I</b>	<b>2555</b>	<b>APPROACHES TO ALDABRA ISLAND</b>	<b>12-07-2017</b>

**Availability of ENCs**

The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENCs 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:

<p><b>United Kingdom Hydrographic Office</b> Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Web site: <a href="http://www.hydro.gov.uk">www.hydro.gov.uk</a></p>	<p><b>C-MAP Norway AS</b> Nyaskaiveien 2, 4379 Egersund, Norway Ph: +47 51 464700, +91 2262233326 Mob: +91 9820238542 Fax: +47 51 464701, +91 2267939504 Email: <a href="mailto:enc@c-map.com">enc@c-map.com</a>, <a href="mailto:info@c-map.co.no">info@c-map.co.no</a> Website: <a href="http://www.c-map.com">www.c-map.com</a></p>
<p><b>M/s Primar</b> Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: <a href="mailto:data@ecc.no">data@ecc.no</a> Website: - <a href="http://www.primar.org">www.primar.org</a></p>	<p><b>M/s IIC Technologies Limited</b> B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad - 500 034 Telangana Tel:+91 4039144444 Fax: +91 4039144455 Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a> Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></p>

**SECTION – I**

The list of charts affected by the Notices 113 to 115 contained in this edition is as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
41 (INT 757)	6	115
217	3	113
258 (INT 7358)	3	113
272	4	113
2052 (7350)	3	113
4019	7	114



**SECTION – II**  
**PERMANENT NOTICES**


**\*113 (15/17) INDIA – WEST COAST – Approaches to Port of New Mangalore – Wreck.**

Source: New Mangalore Port Trust.

**Chart 272** [previous update 204/16]

Insert  PA 12° 48′.52N., 74° 49′.54E.

**Chart 258 (INT 7348)** [previous update 184/16]

Insert  PA 12° 48′.52N., 74° 49′.54E .

**Chart 217** [previous update 162/16]

Insert  PA 12° 48′.45N., 74° 49′.59E .

**Chart 2052(INT 7350)** [previous update 132/16]

Insert  PA 12° 48′.52N., 74° 49′.54E .

**\*114/(15/17) ANDAMAN SEA – BURMA – Gulf of Martaban – Rangoon River and Approaches – Buoys.**

Source: Myanmar Hydrographic Centre.

**Chart 4019** [previous update 110/17]

Insert  Fl.W.2s  
New Centre Spit 16° 24′.99N., 96° 20′.60E.

 Fl.R.2s  
New Centre Western 16° 25′.27N., 96° 20′.50E.

 Fl.R.1s  
New Upper Western 16° 25′.56N., 96° 20′.86E.

 New Upper Western  
(Mark) 16° 26′.34N., 96° 20′.75E.

**115 (15/17) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Buoy.**

Source: BA Notice 1422/17.

**Chart 41(INT 757)** [previous update 187/16]

Insert  Fl.2s ODAS (non-IALA) 09° 32′.5N., 95° 40′.1E.



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

NIL



## **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:-

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### List of Indian Chart Agents

<p><b>OSA Books and Periodicals</b> R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a></p>	<p><b>M/s VDO Marine Insrtuments</b> Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow &amp; Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: <a href="mailto:atmain@md4.vsnl.net.in">atmain@md4.vsnl.net.in</a></p>
<p><b>M/s Global Charts &amp; Nav. Aids Pvt. Limited</b> 1A, Goa Mansion, Ground Floor, 58, Dr. Sunderlal Bahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: <a href="mailto:sales@globalcharts.in">sales@globalcharts.in</a> Web: <a href="http://www.globalcharts.com.sg">www.globalcharts.com.sg</a></p>	<p><b>E.W.Liner Charts &amp; Publication (India)</b> 2/524, Sandeep Road, Chinna Neelangarai, Chennai - 600041 Tele: +91-44-24490668 Fax: +91-44-24491668 Mob No : +91-9003245348 Email: <a href="mailto:ewl-india@ewliner.com">ewl-india@ewliner.com</a> Web: <a href="http://www.ewliner.com">www.ewliner.com</a></p>
<p><b>M/s C &amp; C Marine Combine</b> 25 Bank Street, 1<sup>st</sup> Floor, Fort Mumbai - 400 023 Tel: 91-22- 22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: <a href="mailto:vijay@ccmarine.in">vijay@ccmarine.in</a> , <a href="mailto:sales@ccmarine.in">sales@ccmarine.in</a></p>	<p><b>Gujarat Pipavav Port Limited</b> PO – Uchchaya, Dist – Amereli, Gujarat – 365 560 Tele: +91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)</p>
<p><b>M/s SVR Chart Agencies</b> Door No.50-81-48/4, Seetammapeta, Visakhapatnam – 530 016 Tel/ Fax: 0891-2799471, Cell: +91-9849120988, 9885797333 Email : <a href="mailto:mahalakshmitravels99@gmail.com">mahalakshmitravels99@gmail.com</a> <a href="mailto:mahalakshmitravels@hotmail.com">mahalakshmitravels@hotmail.com</a></p>	<p><b>SMS Marine Private Ltd</b> 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: 022-6510 3668, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: <a href="mailto:info@smsmarine.co.in">info@smsmarine.co.in</a> , <a href="mailto:raj_chakravorty@yahoo.com">raj_chakravorty@yahoo.com</a> Web: <a href="http://www.smsmarine.co.in">www.smsmarine.co.in</a></p>
<p><b>M/s JM Maritime Services</b> 24/24C Kavarana Building, Ground Floor, Wadi Bunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> , <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a></p>	<p><b>Global Marine Infratech Pvt. Ltd.</b> Ground Floor, Siksha Sandan, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +91-9337477799, 7077702499 Email: <a href="mailto:tusarkantha@gmiindia.in">tusarkantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a></p>
<p><b>M/s Lift o Marine</b> Allen’s Mansion, Flat C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: <a href="mailto:sankar@liftmarine.org">sankar@liftmarine.org</a> Web: <a href="http://www.liftmarine.org">www.liftmarine.org</a></p>	<p><b>L. R. Marine Services</b> 301, 3rd Floor, Biry House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535 Cell No: +91 8108926880/ +91 98214 60258 Email: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a>, <a href="mailto:lrmarine@live.com">lrmarine@live.com</a></p>
<p><b>M/s Engineering Logistics Executive Multi Services</b> Elems Charts, Door No: 61-4-45-A/4, Prakash Nagar, Malkapuram Visakhapatnam – 530 011 Mob: +91 9133871827 Email: <a href="mailto:sales@elemscharts.in">sales@elemscharts.in</a> Web: <a href="http://www.elemscharts.in">www.elemscharts.in</a></p>	<p><b>M/s IIC Technologies Limited</b> 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: <a href="mailto:somnath.marthi@ictechnologies.com">somnath.marthi@ictechnologies.com</a> <a href="mailto:sanjeev.sharma@ictechnologies.com">sanjeev.sharma@ictechnologies.com</a> Web: <a href="http://www.ictechnologies.com">www.ictechnologies.com</a></p>
<p><b>M/s Zenith Surveys (I) Pvt. Ltd.</b> Lakhani’s Plam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: <a href="mailto:zenithsurveys703@gmail.com">zenithsurveys703@gmail.com</a> <a href="mailto:nyvmane@yahoo.com">nyvmane@yahoo.com</a> Web: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a></p>	

**SECTION – V****NAVAREA – VIII WARNINGS IN FORCE**

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings in force as on 31 Jul 17:

<b>2016 SERIES</b> – 432 464 572 644 723
<b>2017 SERIES</b> – 016 119 189 305 323 345 366 375 381 387 394 414 427 453 455 468 481 485 486 490 493 496 503 504 511 513 514 517 518 519 521 522 524 526 527 528 529 530 531 532 533

3. NAVAREA VIII Warnings issued during the period from 16 Jul to 31 Jul 17 (both dates inclusive) are as tabulated below:–

<b>505. Andaman Sea – off Barren I.</b> Charts 41 473 INT 71. Firing practice scheduled on 20 and 21 Jul 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 211030 UTC Jul 17
<b>506. Indian Ocean - off La Reunion I.</b> Chart INT 71. 10 NM long fishing line with floating equipments and 3 red buoys and hooks reported adrift 21-31.51S 055-20.51E. Wide berth and caution advised. 2. Cancel this MSG 172100 UTC Jul 17.
<b>507. India East Coast – Central Bay Of Bengal.</b> Charts 31 32 391 INT 71. Firing by cg aircraft scheduled daily from 22 - 30 Jul 17 from 0100 - 1330 UTC in danger area bounded within 13-30N TO 14-30N and 082-00E TO 082-40E. 2. Cancel this MSG 301430 UTC Jul 17.
<b>508. India East Coast.</b> Charts 355 356 INT 706. Rig list:- ABAN ABRAHAM 16-04.07N 081-49.05E ABAN II 15-22.52N 080-30.86E DS MATDRILL 16-15.66N 081-41.23E NEW JACK BATES 16-05.54N 081-50.68E ESSAR WILDCAT 16-14.51N 082-09.64E SAGAR BHUSHAN 16-17.70N 082-11.23E SAGAR RATNA 15-14.63N 080-25.67E SAGAR VIJAY 16-28.32N 082-22.34E 2. Wide berth requested. 3. Cancel NAVAREA VIII MSG 491.
<b>509. India East Coast – off Gopalpur.</b> Charts 31 352 353 INT 71. Army air defence firing and BPTA flight scheduled daily from 24 to 29 Jul 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 291530 UTC Jul 17.
<b>510. India West Coast – Okha.</b> Charts 21 203 2068 INT 71. Firing by Naval Coast Battery scheduled on 24 Jul 17 from 0530-0730 UTC. 2. Danger sector extending upto 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E. 3. Cancel this MSG 240830 UTC Jul 17.
<b>511. Bay Of Bengal – off Dondra Head.</b> Charts 33 INT 71. Fishing trawler reported capsized 06-12.82N 082-25.67E at 190520 UTC Jul 17.
<b>512. Cancel NAVAREA VIII MSG 498 and this MSG. INTM 106 refers.</b>
<b>513. Andaman Sea – off Preparis I.</b> Charts 371 INT 71. MV ITT panther reported sunk in vicinity of 15-07.6N 092-14.7E at 200055 UTC Jul 17. Crew rescued. Nine containers and debris floating in area. Caution advised.
<b>514. India West Coast – off Veraval.</b> Charts 253 INT 71. MV Lal Bahadur Shastri reported loss of 20 containers in vicinity of 20-48.9N 069-32.9E at 202310 UTC Jul 17. Caution advised.
<b>515. NAVAREA VIII warnings in force as on 21 Jul 17.</b> <b>2016 SERIES</b> - 432 464 572 644 723 <b>2017 SERIES</b> – 016 119 189 305 323 345 366 375 381 387 394 414 427 453 455 468 478 480 481 485 486 490 493 494 496 503 504 507 508 509 510 511 513 514 (A) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet. (B) Text of navarea VIII warnings in force including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> 2. Cancel this MSG 281000 UTC Jul 17.
<b>516. India East Coast- Chennai.</b> Charts 32 313 356 3001 INT 71. Firing by Naval Coast Battery scheduled on 28 Jul 17 from 0530 - 0730 UTC. 2. Danger sector extending upto 5.5 NM between bearing 045 and 075 from 13-07.02N 080-18.01E.

3.	<b>Cancel this MSG 280830 UTC Jul 17.</b>
<b>517.</b>	<b>India West Coast– Porbander.</b> Charts 21 204 292 2040 INT 71. DGPS (21-37N 069-37E) off from 250130 UTC Jul 17.
<b>518.</b>	<b>India East Coast – Off Kakinada.</b> Charts 31 32 354 INT 71. MGS Sagar progressing survey in areas bounded by 15-24.5N 085-50.4E, 14-59.5N 085-25.7E, 14-00.8N 084-29.8E, 13-31.1N 083-48.4E, 15-41.6N 083-37.7E, 16-14.2N 084-26.9E, 16-34.7N 084-47.8E and 16-43.6N 087-17.6E, 15-50.2N 086-27.8E, 15-24.5N 085-50.4E, 16-34.7N 084-47.8E, 17-51.7N 086-06.1E. 2. Wide berth requested. 3. Cancel this MSG 311830 UTC Aug 17.
<b>519.</b>	<b>India West Coast – Mumbai Port.</b> Chart 21 211 255 292 293 2016 INT 71. Buoys N1 shifted/ N2 N5 unlit/ N3 unlit and drifted to 18-50.43N 072-42.62E / N4 missing / N6 N8 removed / N9 unlit and drifted to 18-51.21N 072-48.80E with top mark missing/ N14 withdrawn. 2. Cancel NAVAREA VIII MSG 478.
<b>520.</b>	<b>North Indian Ocean - off Dondra Hd.</b> Charts 23 264 INT 71. abandoned white/ blue dinghy reported adrift 05-43N 081-35E AT 230700 UTC Jul 17. 2. Cancel this MSG 260700 UTC Jul 17.
<b>521.</b>	<b>Bay Of Bengal - off Bangladesh.</b> Charts 31 351 360 361 371 INT 71. Firing by Naval Ships scheduled daily from 31 Jul - 30 Aug 17 from 2200 UTC for 19 hours in danger areas bounded by (A) 21-20.83N 090-34E, 21-41N 091-14E, 21-20.83N 091-28E, 21-00N 090-47.83E (B) 20-46N 090-00E, 20-58N 090-17E, 20-40N 090-38E, 20-28N 090-22E (D) 20-07N 090-52E, 20-22N 091-06E, 20-00N 091-36E, 19-44N 091-21E (D1) 20-22N 091-06E, 20-46.3N 091-31E, 20-24N 091-59E, 20-00N 091-36E (E) 21-18N 089-31E, 21-18N 089-50E, 21-04N 089-54E, 21-04N 089-34E (F) 20-58N 089-34E, 20-58N 089-54E 20-34N 089-54E, 20-34N 089-34E 2. Cancel this MSG 311800 UTC Aug 17.
<b>522.</b>	<b>NE Indian Ocean.</b> Chart INT 7. Fallout hazard predicted from rocket Vega VV10 daily from 02 Aug TO 02 Sep 17 from 0407 - 0524 UTC in area bounded by 07-00S 090-05E, 18-45S 087-31E, 18-50S 087-52E, 07-04S 090-25E 2. Cancel this MSG 020630 UTC Sep 17.
<b>523.</b>	<b>Cancel NAVAREA VIII MSG 494 and this MSG.</b>
<b>524.</b>	<b>India East Coast - off Machilipatnam.</b> Charts 31 32 355 391 INT 71. SV Fugro Mapper progressing survey in vicinity of 16-17.9N 081-52.6E and 16-08.3N 081-34.4E. wide berth requested. 2. Cancel this MSG 081830 UTC Aug 17.
<b>525.</b>	<b>Indian Ocean – off Reunion I.</b> Charts INT 71 702. 30m fishing line with buoy at ends reported adrift in vicinity 20-58S 055-06E at 271700 UTC Jul 17. 2. Cancel this MSG 301700 UTC Jul 17.
<b>526.</b>	<b>India East Coast- Vishakhapatnam.</b> Charts 31 308 3002 INT 71. Firing by Naval Coast Battery scheduled on 02 Aug 17 from 0030 - 0130 UTC in danger sector extending upto 17 NM between bearing 070 and 130 from 17-42N 083-18E. 2. Cancel this MSG 020230 UTC Aug 17.
<b>527.</b>	<b>India West Coast – Kochi .</b> Charts 22 220 260 2029 INT 71. Firing by Naval unit scheduled on:- DATE TIME (UTC) 01 AUG 17 0900-1200 04 AUG 0900-1200 AND 1230-1430 08 AUG 0900-1200 11 AUG 0900-1200 18 AUG 0900-1200 AND 1230-1430 22 AUG 0900-1200 25 AUG 0900-1200 29 AUG 0900-1200 2. Danger area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44.0N 076-17.5E, 09-42.5N 076-09.5E 3. Cancel this MSG 291300 UTC Aug 17.
<b>528.</b>	<b>NAVAREA VIII warnings in force as on 28 Jul 17.</b> <b>2016 SERIES</b> - 432 464 572 644 723 <b>2017 SERIES</b> – 016 119 189 305 323 345 366 375 381 387 394 414 427 453 455 468 481 485 486 490 493 496 503 504 507 508 509 511 513 514 517 518 519 521 522 524 525 526 527 (A) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet. (B) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> 2. Cancel this MSG 041000 UTC Aug 17.
<b>529.</b>	<b>India West Coast– Gulf Of Khambhat.</b> Charts 207 254 INT 71. Narmada channel buoys 4 and 8 unlit.
<b>530.</b>	<b>India West Coast– Gulf Of Kachchh.</b> Charts 203 INT 71. Buoys Ranwara and Narara unlit.
<b>531.</b>	<b>India East Coast.</b> Charts 355 356 INT 706. Rig list:- ABAN II 15-22.52N 080-30.86E DS MATDRILL 16-15.66N 081-41.23E

	JACK BATES	16-05.54N 081-50.68E
	ESSAR WILDCAT	16-14.51N 082-09.64E
	SAGAR BHUSHAN	16-17.70N 082-11.23E
	SAGAR RATNA	15-14.63N 080-25.67E
	SAGAR VIJAY	16-28.32N 082-22.34E
2.	Wide berth requested.	
3.	Cancel NAVAREA VIII MSG 508.	
<b>532.</b>	<b>Andaman Sea- Campbell Bay.</b> Charts 41 409 471 4035 INT 71. Campbell bay DGPS (07-00N 093-55E) off.	
<b>533.</b>	<b>Andaman Sea- off Nancowry.</b> Charts 41 408 472 4037 INT 71. Bampoka LT (08-13N 093-14E) off.	

6.1

**SECTION – VI**  
**CORRECTIONS TO SAILING DIRECTIONS (PILOTS)**

NIL



## SECTION – VII

### CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6673	- Inner Makatumba Island. Ldg Lts 051°02'.25. Front. LM7	06 47.73 S 39 19.89 E	Q FI W	15	..	..	Rear D6672
D6706	- Zanzibar Harbour. Ldg Lts 033°. Front	06 11.33 S 39 11.98 E	Q FI W	9	8	White square metal framework tower, black stripe 14	TE 2014
D6718	- - <b>Shangani.</b> Government Offices	06 09.65 S 39 11.37 E	FI W	44	16	Clock tower	TE 2014
D6722	Remove from list; deleted						
D6726	- - Maruhubi Palace Gardens. Ldg Lts 168°. Front	06 08.44 S 39 12.55 E	Q FI W	10	8	White pyramidal stone tower 6	TE 2014
D6751	- <b>Matumbi</b> <b>Makubwalsland</b>	05 24.26 S 39 33.87 E	FI(3)W20s	33	16	White tower, red bands 30	(fl 0.8, ec 1.5) x 2, fl 0.8, ec 14.6
D6871	- Pointe Matoopa (Cape Ternay)	04 38.38 S 55 22.02 E	VQ W 10s	21	10	White concrete tower	W026° -221° (195°)
D7297.051	- FSRU/LNG Berth.Dolphin No 10	29 36.07 N 32 21.58 E	F R	..	..	Metal post 3	*
D7297.052	- FSRU/LNG Berth.Dolphin No 1	29 36.23 N 32 21.70 E	F R	..	..	Metal post 3	*
F1100.9	Remove from list; deleted						
F1101	Remove from list; deleted						
F1101.1	Remove from list; deleted						
F1106.1	Remove from list; deleted						
F1236.3	Ayerbangis Promontory	00 11.71 N 99 22.27 E	FI W 5s	9	8	White beacon 7	fl 0.5 Ra refl
F1236.65	- Batu Berlayar Point	00 12.12 N 99 15.67 E	FI W 5s	12	12	White beacon 10	fl 0.5. Ra refl
F1362	- Entrance. Ldg Lts 200.5°. Front. North east of Ug Belawan. No IV	03 48.22 N 98 43.48 E	Q(2)W 4s	12	8	White metal framework tower	fl 0.5, ec 0.5, fl 0.5, ec 2.5 Ra refl
F1576-1	Sungai Sekinchan. KSSN	03 29.88 N 101 05.09 E	FI R 4s	13	5	Red □ on white column	*
F1628.6	-	02 13.70 N 102 07.97 E	QY	..	..	Buoyant beacon	
F1628.65	-	02 13.64 N 102 08.01 E	Iso Y 4s	..	..	Buoyant beacon	
F1629	Tg Bruas	02 12.64 N 102 09.40 E	Q R	7	8	Orange concrete column on pile structure	
F1633	Melaka. Batu Gelama	02 10.42 N 102 14.84 E	FI W 5s	4	8	White round concrete tower 4	

## 7.2

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F1634	- W Breakwater. Head	02 11.28 N 102 14.60 E	FI R 4s	4	4	Concrete column 4	
F1636	- E Breakwater. Head	02 11.27 N 102 14.65 E	FI G 4s	4	4	Concrete column 4	
F1694-631	- Pipeline Pemping. Tg Uncang. No 1	01 06.20 N 103 48.46 E	FI Y 3s	11	10	Yellow x on yellow beacon 10	fl 1. Ra refl
*	*	*	*	*	*	*	*
F1694-632	MAIN STRAIT - Pipeline Pemping. Tg Uncang. No 2	01 06.45 N 103 49.66 E	FI Y 5s	12	10	Yellow x on yellow beacon 10	fl 1. Ra refl
*	*	*	*	*	*	*	*
F1694-633	MAIN STRAIT - Pipeline Pemping. Tg Uncang. No 3	01 07.05 N 103 50.69 E	FI Y 4s	13	10	Yellow x on yellow beacon 10	fl 1. Ra refl
*	*	*	*	*	*	*	*
F1694-634	MAIN STRAIT - Pipeline Pemping. Tg Uncang. No 4	01 07.09 N 103 51.69 E	FI Y 4s	12	10	Yellow x on yellow beacon 10	fl 1. Ra refl
*	*	*	*	*	*	*	*
F1694-636	MAIN STRAIT - Pipeline Pemping. Tg Uncang. No 6	01 06.25 N 103 53.54 E	FI Y 4s	12	10	Yellow x on yellow beacon 10	fl 1. Ra refl
*	*	*	*	*	*	*	*
F1694-637	MAIN STRAIT - Pipeline Pemping. Tg Uncang. No 7	01 05.77 N 103 54.10 E	FI Y 3s	13	10	Yellow x on yellow beacon 10	fl 1. Ra refl
*	*	*	*	*	*	*	*
K0856	PULAU LAUT - Pulau Laut	01 08.24 S 100 09.99 E	FI R 5s	12	10	Red □ on red beacon 10	fl 0.5. Ra refl
*	*	*	*	*	*	*	*
K0874.4	PULAU CINGKUK BESAR - Pulau Simangke	01 20.78 S 100 31.12 E	FI R 5s	12	10	Red □ on red beacon 10	fl 0.5. Ra refl
*	*	*	*	*	*	*	*
K0874.97	PULAU KARSIK - Sirantih Estuary	01 34.65 S 100 38.09 E	FI R 5s	12	10	Red □ on red beacon	fl 0.5. Ra refl
*	*	*	*	*	*	*	*
K0874.98	- Sirantih Estuary	01 34.74 S 100 38.08 E	FI G 5s	12	10	Green Δ on green beacon 10	fl 0.5. Ra refl
*	*	*	*	*	*	*	*
K0877.85	- Tua Pejat	02 01.63 S 99 35.61 E	FI G 5s	12	12	Green Δ on green beacon 10	fl 0.5. Ra refl
*	*	*	*	*	*	*	*
K0880.05	- Pasapat Sikakap	02 32.30 S 100 02.27 E	FI W 5s	12	12	White beacon 10	fl 0.5. Ra refl
*	*	*	*	*	*	*	*
K0884.6	- Airhaji Estuary	01 58.38 S 100 51.94 E	FI G 5s	12	12	Green Δ on green beacon 10	fl 0.5. Ra refl
*	*	*	*	*	*	*	*
K1031	Remove from list; deleted						

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

**INP 31(1), 2014**

*(Last correction: Edition No. 05 dated 01Mar 2017)*

**NIL**

**INP 31(2), 2014**

*(Last correction: Edition No. 14 dated 16 Jul 2017)*

**NIL**

**INP 31(5), 2011**

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

**NIL**

**INP 31(6), 2012**

*(Last correction: Edition No. 14 dated 16 Jul 2017)*

**NIL**

## **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.

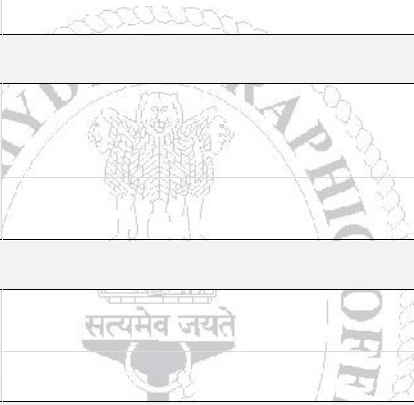
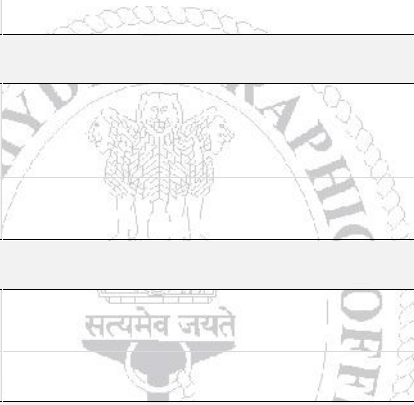


<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object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

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

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



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



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