

INDIAN NOTICES TO MARINERS



EDITION NO. 16 DATED 16 AUG 2017

(CONTAINS NOTICES 116 TO 122)

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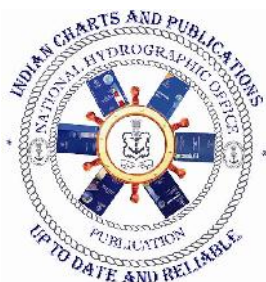
www.hydrobharat.gov.in

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

Availability of ENC_s

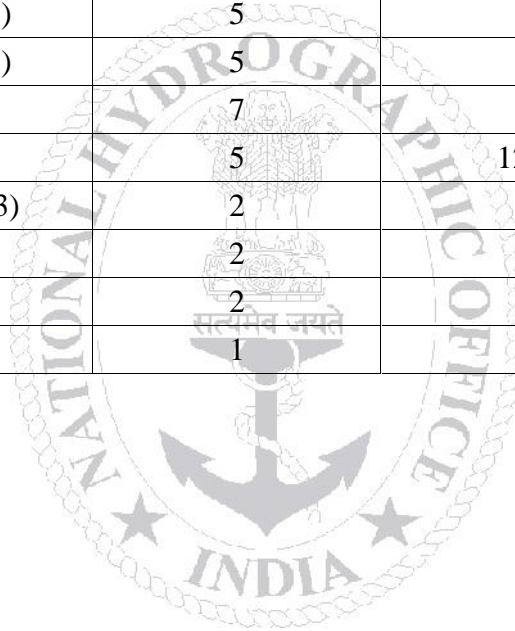
The complete folios of Official Indian ENC_s are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC_s through the world wide network of their agents and distributors. Updates are also made available as per the existing 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 Web site: www.hydro.gov.uk	C-MAP Norway AS Nyaskaiveien 2, 4379 Egersund, Norway Ph: +47 51 464700, +91 2262233326 Mob: +91 9820238542 Fax: +47 51 464701, +91 2267939504 Email: enc@c-map.com , info@c-map.co.no Website: www.c-map.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 116 to 122 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	116
31 (INT 756)	5	118, 121(T), 122(T)
32 (INT 754)	5	121(T), 122(T)
33 (INT 755)	5	121(T)
203 (INT 7319)	2	116
259 (INT 7356)	3	117
288	1	119
308	5	121(T)
352 (INT 7416)	5	121(T)
354 (INT 7408)	5	121(T), 122(T)
355 (INT 7405)	5	121(T)
357 (INT 7397)	5	121(T)
371	7	118
391	5	121(T), 122(T)
2051 (INT 7333)	2	116
2060	2	116
2068	2	116
8004	1	120



SECTION – II
PERMANENT NOTICES

***116 (16/17) INDIA – WEST COAST – Salaya Harbour – Wreck.**

Source: MRCC Mumbai .

Chart 21 [previous update 068/17]


Insert  PA 22° 30'·15N., 69° 39'·00E.

Chart 203 (INT 7319) [previous update 195/16]

Insert  PA 22° 30'·11N., 69° 39'·01E.

Chart 2068 [previous update 103/16]

Insert  PA 22° 30'·11N., 69° 39'·01E.

Chart 2060 [previous update 103/16]

Insert  PA 22° 30'·15N., 69° 39'·00E.

Chart 2060 (Plan) [previous update 103/16]

Insert  PA 22° 30'·15N., 69° 39'·00E.

Chart 2051 (INT 7333)[previous update 207/17]

Insert  PA 22° 30'·15N., 69° 39'·00E.

***117 (16/17) INDIA – WEST COAST – Badagara to Kochi – Virtual - AIS.**

Source: NHO, Dehradun.

Chart 259 (INT 7356) [previous update 109/17]

Insert  V- AIS 10° 08'·20N., 76° 02'·90E.

Delete  V- AIS 10° 08'·11N., 76° 02'·95E.

***118 (16/17) BAY OF BENGAL AND ANDAMAN SEA – Coast Of Burma – Sittwe (Akyab) to Preparis Island – Wreck.**

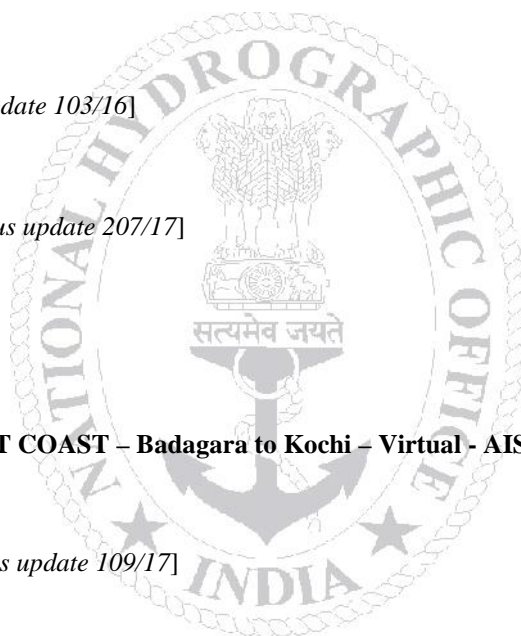
Source: MRCC Port Blair.

Chart 31 (INT 756) [previous update NC 15 Apr 2017]

Insert  PA 15° 07'·60N., 92° 14'·70E.

Chart 371 [previous update 140/16]

Insert  PA 15° 07'·60N., 92° 14'·70E.



119 (16/17) QATAR TO SHATT AL ARAB – Buoy.

Source: BA Notice 1762/17.

Chart 288 [previous update 093/17]

Insert	 Fl(2)10s	28° 17′.50N., 49° 32′.20E.
	 Q(6)+LFl.15s	28° 38′.62N., 49° 24′.92E.

120 (16/17) IRAN, OMAN AND UNITED ARAB EMIRATES – Jask to Dubayy and Jazireh - Ye Qeshm – Wrecks.

Source: BA Notice 2116/17.

Chart 8004 [previous update 038/17]

Insert	 14 _s Wk	25° 27′.30N., 55° 13′.04E.
Delete	 20 _s Wk	25° 27′.50N., 55° 12′.44E.



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***121(T) (16/17) INDIA – EAST COAST – Bay of Bengal – 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
BOPS8	12° 00'.35N	80° 07'.67E	169	32 (INT 754) – 33 (INT 755) – 357 (INT 7397).
BOPD8	12° 00'.96N	80° 12'.49E	190, 680, 1027	32 (INT 754) – 33 (INT 755) – 357 (INT 7397).
BOKS8	16° 15'.21N	82° 07'.35E	174	31 (INT 756) – 32 (INT 754) – 391 – 355 (INT 7405).
*BOKD8	16° 07'.93N	82° 13'.04E	160,493,898	31 (INT 756) – 32 (INT 754) – 391 – 355 (INT 7405).
BOVD7	17° 45'.18N	84° 02'.81E	270	31 (INT 756) – 32 (INT 754) – 391 – 354 (INT 7408) – 308.
BOVS8	17° 47'.54N	83° 58'.61E	192	31 (INT 756) – 32 (INT 754) – 391 – 354 (INT 7408) – 308.
BOGS9	19° 26'.08N	85° 42'.16E	169	31 (INT 756) – 352 (INT 7416).
BOGD9	19° 23'.81N	85° 47'.45E	197, 603, 1030	31 (INT 756) – 352 (INT 7416).
BNBD9	19° 01'.47N	88° 57'.45E	299, 372, 447	31 (INT 756).

* 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 081(T)/17 is cancelled.***

***122(T) (16/17) INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges.**

Source: Indian Navy.

1. Unexploded charges reported dumped by Indian Naval Ship in position 17° 05'.00N., 83° 25'.00E on 04 May 17.
2. Mariners to take note.

Charts Affected – 31 (INT 756) – 32 (INT 754) – 391 – 354 (INT 7408).

SECTION – IV

MARINE INFORMATION

1. **NAVTEX TRANSMISSION**

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

Mauritius (Cassis) - Operational

Seychelles (Mahe) - Operational

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 – Uchhaiya, 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@ictechnologies.com sanjeev.sharma@ictechnologies.com Web: www.ictechnologies.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 Aug 17:

2016 SERIES – 432 464 572 644 723
2017 SERIES – 016 119 189 305 323 345 366 375 381 387 394 414 427 455 468 481 485 486 490
493 496 511 513 514 517 518 519 521 527 529 530 532 534 543 544 547 548 550 551 552
553 555 556

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

534. India West Coast – off Vadinar. Charts 21 203 2051 2060 2068 INT 71. Tug Oscar2 reported sunk 22-30.15N 069-39E. Wide berth advised.
535. India East Coast. Charts 355 356 INT 706. Rig list. ABAN ABRAHAM 15-58.99N 081-45.09E NEW 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 531.
536. India East Coast. Charts 355 356 INT 706. Rig list. ABAN ABRAHAM 15-58.99N 081-45.09E ABAN II 16-31.59N 082-18.81E NEW 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 535.
537. Cancel NAVAREA VIII MSG 453 and this MSG. INTM 113 refers.
538. Cancel NAVAREA VIII MSG 504 522 and this MSG.
539. NAVAREA VIII Warnings in Force as on 04 Aug 17. 2016 Series - 432 464 572 644 723 2017 Series - 016 119 189 305 323 345 366 375 381 387 394 414 427 455 468 481 485 486 490 493 496 503 511 513 514 517 518 519 521 524 527 529 530 532 533 534 536 (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 111000 UTC Aug 17.
540. India West Coast – Mormugao. Charts 22 214 257 293 2020 2022 INT 71. Aguada DGPS (15-29N 073-46E) off from 070030 UTC to 131230 UTC Aug 17. 2. Cancel this MSG 131330 UTC Aug 17.
541. Andaman Sea – off Barren I. Charts 41 473 INT 71. Firing practice scheduled on 10 and 11 Aug 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 111030 UTC Aug 17.
542. North Indian Ocean. Charts 23 INT 71. SLFV Mal Sri 02 reported adrift 04-28N 077-30E at 050230 UTC Aug 17. 2. Cancel this MSG 080230 UTC Aug 17.
543. Lakshadweep Sea – off Kalpeni I. Charts 22 268 273 INT 71. Sailing Yacht Louise reported sinking in vicinity of 09-59N 073-09.5E on 05 Aug 17.

<p>544. India East Coast – off Chennai. Charts 31 32 391 INT 71 INT 706. Firing by CG Aircraft scheduled daily from 11 - 18 Aug 17 from 0130 - 1130 UTC in danger area bounded within 13-30N to 14-30N and 082-00E to 082-40E.</p> <p>2. Cancel this MSG 181230 UTC Aug 17.</p>																
<p>545. India East Coast – Nagapattinam. Charts 32 357 3007 INT 71. DGPS 10-46N 079-51E off on 09 Aug 17 from 0030 to 1230 UTC.</p> <p>2. Cancel this MSG 091330 UTC Aug 17.</p>																
<p>546. South Bay of Bengal – off basses rf. Charts 23 32 33 INT 71. Partially submerged abandoned fishing vessel reported 06-04N 083-04E at 072245 UTC Aug 17.</p> <p>2. Cancel this MSG 121000 UTC Aug 17.</p>																
<p>547. India West Coast – off Trivandrum. Charts 22 222 INT 71. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 16 Aug 17 from 0530-0730 UTC.</p> <p>2. Danger sector</p> <p>(a) Radius of 05 NM from Thumba between azimuth 190 and 300.</p> <p>(b) Radii of 45 and 75 NM from Thumba between azimuth 220 and 260.</p> <p>3. Cancel this MSG 160830 UTC Aug 17.</p>																
<p>548. India West Coast – Diu. Charts 21 206 207 2054 2081 INT 71. RACON (20-41N 070-50E) inoperative.</p>																
<p>549. Andaman Sea – off Barren I. Charts 41 473 INT 71. Firing practice scheduled on 14 Aug 17 from 0430-0600 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-20E.</p> <p>2. Cancel this MSG 140700 UTC Aug 17.</p>																
<p>550. India East Coast – off Machilipatnam. 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.</p> <p>2. Cancel this MSG 181830 UTC Aug 17.</p>																
<p>551. India East Coast – off Ravva ODA. Charts 355 INT 71. Samudra Sarvekshak progressing soil investigation along 16-11.2N 081-43.4E to 16-08.9N 081-46E, 16-11.9N 081-44.7E TO 16-11.8N 081-43.9E, 16-13.4N 081-43.2E to 16-12.6N 081-43.6E, 16-14.9N 081-40.2E to 16-13.6N 081-42.9E, 16-12.9N 081-38E to 16-11.2N 081-43.3E, 16-11.1N 081-37E to 16-13.1N 081-37.7E. Wide berth requested.</p> <p>2. Cancel this MSG 161830 UTC Aug 17.</p>																
<p>552. India East Coast. Charts 355 356 INT 706. Rig list.</p> <table> <tr> <td>ABAN ABRAHAM</td> <td>15-59.03N 081-45.08E NEW</td> </tr> <tr> <td>ABAN II</td> <td>16-31.58N 082-18.81E NEW</td> </tr> <tr> <td>DS MATDRILL</td> <td>16-15.66N 081-41.23E</td> </tr> <tr> <td>JACK BATES</td> <td>16-27.43N 082-24.83E NEW</td> </tr> <tr> <td>ESSAR WILDCAT</td> <td>16-14.51N 082-09.64E</td> </tr> <tr> <td>SAGAR BHUSHAN</td> <td>16-17.70N 082-11.23E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>15-14.63N 080-25.67E</td> </tr> <tr> <td>SAGAR VIJAY</td> <td>16-28.32N 082-22.34E</td> </tr> </table> <p>2. Wide berth requested.</p> <p>3. Cancel NAVAREA VIII MSG 536.</p>	ABAN ABRAHAM	15-59.03N 081-45.08E NEW	ABAN II	16-31.58N 082-18.81E NEW	DS MATDRILL	16-15.66N 081-41.23E	JACK BATES	16-27.43N 082-24.83E NEW	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
ABAN ABRAHAM	15-59.03N 081-45.08E NEW															
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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															
<p>553. NAVAREA VIII Warnings in Force as on 11 Aug 17.</p> <p>2016 Series – 432 464 572 644 723</p> <p>2017 Series – 016 119 189 305 323 345 366 375 381 387 394 414 427 455 468 481 485 486 490 493 496 511 513 514 517 518 519 521 527 529 530 532 534 537 540 543 544 546 547 548 549 550 551 552 553</p> <p>(a) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet.</p> <p>(b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.gov.in.</p> <p>2. Cancel this MSG 181000 UTC Aug 17.</p>																
<p>554. Cancel NAVAREA VIII MSG 533 and this MSG.</p>																
<p>555. Andaman Sea – off Irrawaddy River . Charts 410 451 INT 706. Asean Explorer progressing cable repairs in vicinity of 15-30.35N 095-43.68E.</p> <p>2. Wide berth requested.</p> <p>3. Cancel this MSG 010001 UTC Sep 17.</p>																
<p>556. Andaman Sea – Katchal I. Charts 408 INT 706. Katchal West LT (07-55N 093-19E) inoperative.</p>																

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
D7293.4	GOLFE DE TADJOURA - Port de Tadjoura	11 46.95 N 42 52.95 E	F G	..	..	White tower, yellow band	
*	*	*	*	*	*	*	*
D7293.6	-- Jetty. Head	11 47.01 N 42 52.90 E	F R				
*	*	*	*	*	*	*	*
D7293.8	-- Breakwater. Head	11 47.05 N 42 52.92 E	Lit				
*	*	*	*	*	*	*	*
D7295.591	- NA1	21 12.32 N 39 09.75 E	FI W	..	..	Beacon	
*	*	*	*	*	*	*	*
D7295.592	- NA2	21 12.34 N 39 09.78 E	FI W	..	..	Beacon	
*	*	*	*	*	*	*	*
D7329.45	--	25 10.61 N 56 22.11 E	FI G	..	..	Metal post	
*	*	*	*	*	*	*	*
D7329.48	--	25 10.69 N 56 22.10 E	FI G	..	..	Metal post	
*	*	*	*	*	*	*	*
D7329.49	--	25 10.76 N 56 22.10 E	FI G	..	..	Metal post	
*	*	*	*	*	*	*	*
D7329.495	--	25 10.82 N 56 22.09 E	FI G	..	..	Metal post	
*	*	*	*	*	*	*	*
D7329.535	---	25 11.14 N 56 22.94 E	Q G	..	..	Metal post	
*	*	*	*	*	*	*	*
D7329.54	---	25 11.33 N 56 22.91 E	Q G	..	..	Metal post	
*	*	*	*	*	*	*	*
D7329.59	- Oil terminal 2.N breakwater	25 11.78 N 56 22.23 E	Q R	..	..	Red Metal post, white band	
*	*	*	*	*	*	*	*
D7329.595	---	25 11.81 N 56 22.07 E	Q R	..	..	Red Metal post, white band	
*	*	*	*	*	*	*	*
D7329.598	-	25 12.03 N 56 21.91 E	Q R	..	..	Red Metal post, white band	
*	*	*	*	*	*	*	*
F0414	GULF OF KHAMBHAT - Diu Head	20 41.48 N 70 49.65 E	FI W 10s	59	32	White 6-sided masonry tower, red bands 37	<i>fl 0.3</i>
	--	..	Racon	..	..	..	ILRS Vol 2 Station 78947 TD 2017
	--	..	AIS	..	..	..	MMSI No 004192217 *
F0834	Remove from list; deleted						
F0946	KAMARAJAR PORT - Ldg Lts 344.5°. Front	13 16.67 N 80 20.61 E	Oc W 5s	19	8		
		*					
F1766	JOHOR STRAIT. DOCKYARD REACH - Tebrau. Ldg Lts 289.1°. Front	01 28.93 N 103 48.38 E	FI G 5s	6	5	White Δ on white concrete pile beacon	G271°-061° (150°). *
F1766.1	--- Rear 0.7M from front	01 29.16 N 103 47.73 E	Iso G 5s	9	5	White ∇ on white concrete pile beacon	G280°-027° (107°) *
F1771	Remove from list; deleted						
F1771.2	Remove from list; deleted						

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 05 dated 01 Mar 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.

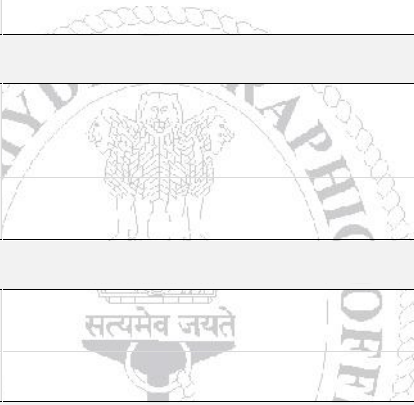
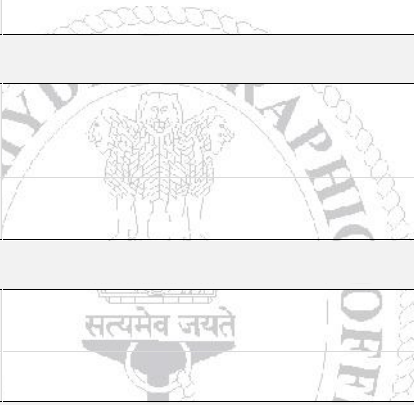
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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

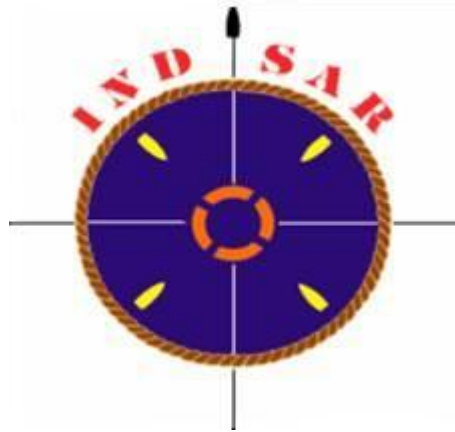


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes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

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC