



# INDIAN NOTICES TO MARINERS



EDITION NO. 07 DATED 01 APR 2015  
(CONTAINS NOTICES 069 TO 071)

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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 from now on will carry a NHO crest as watermark on the reverse with backslip. Agents stamp is made 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 chart and publications.**

### 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 overloading 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 most 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 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>IN3209HU</b>	<b>209</b>	<b>HAZIRA TO UMARGAM</b>	<b>27-03-2015</b>
<b>IN3210US</b>	<b>210</b>	<b>UMARGAM TO SATPATI</b>	<b>27-03-2015</b>

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 The Indian Electronic Navigational Charts that are permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
<b>IN3209HU</b>	<b>209</b>	<b>HAZIRA TO UMARGAM</b>	<b>04-07-2007</b>
<b>IN3210US</b>	<b>210</b>	<b>UMARGAM TO SATPATI</b>	<b>04-07-2007</b>

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>259 (INT 7356)</b>	<b>BADAGARA TO KOCHI</b>	<b>3,00,000</b>	<b>New Edition</b>
<b>2051 (INT 7333)</b>	<b>SALAYA HARBOUR</b>	<b>25,000</b>	<b>New Chart</b>
<b>2076 (INT 7338)</b>	<b>JAWAHARLAL NEHRU PORT AND TROMBAY</b>	<b>20,000</b>	<b>New Chart</b>
<b>3010 (INT 7418)</b>	<b>PARADIP ANCHORAGE</b>	<b>25,000</b>	<b>New Chart</b>
	<b>PARADIP PORT</b>	<b>12,500</b>	
<b>3041</b>	<b>APPROACHES TO PARADIP</b>	<b>60,000</b>	<b>New Chart</b>
<b>4184</b>	<b>TRINKAT CHAMPLONG BAY</b>	<b>25,000</b>	<b>New Chart</b>

### Availability of ENC's.

The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the world wide network of their agents and distributors. Updates are also made available as per the existing policy of the distributor. Mariners and other ENC users may contact the under mentioned for further details:

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>	M/s Jeppesen Norway AS Hovalandsveien 52 PO Box 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: <a href="mailto:enc@jeppesen.com">enc@jeppesen.com</a> , <a href="mailto:info@c-map.co.no">info@c-map.co.no</a> Website: <a href="http://www.jeppesen.com">www.jeppesen.com</a>
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:- <a href="mailto:data@ecc.no">data@ecc.no</a> Website: - <a href="http://www.primar.org">www.primar.org</a>	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad- 500 034 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>

## VI

### TEMPORARY AND PRELIMINARY NOTICES

*In Force 01 Apr 2015*

*(Former In Force List dated 01 Jan 2015 is cancelled)*

<b>Cancelled Notices</b>	
<b>Area</b>	<b>Notice No.</b>
1	<i>Nil</i>
2	<i>198/14, 257/12</i>
3	<i>239/12</i>
4	<i>Nil</i>

#### 1. AFRICA EAST COAST, MADAGASCAR, RED SEA, ARABIA, PERSIAN GULF, PAKISTAN.

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
445/06	20 – 21 – 286 – 291 – 2088 – 2094 – 2095 – 2096 – 7703 (INT 703) – 7705 (INT 705) – 8009 – 8010.	ARABIAN SEA – RED SEA – Submarine cables.
216/13	2086.	INDIAN OCEAN – MAURITIUS – Approaches to Port Louis – Works. Buoys.

#### 2. INDIA WEST COAST – INDIAN OCEAN.

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
085/09	2047.	INDIA – LAKSHADWEEP – Plans in Lakshadweep – Kalpitti to Parali Island – Agatti – Jetty.
152/11	2081 – 2100.	INDIA – WEST COAST – Pipavav Port – Dredging.
182/12	21 – 22 (INT 752) – 292 (INT 7021) – 2093.	INDIA – ARABIAN SEA – Argo Floats.
269/12	2022 (INT 7345) – 2020 – 2078 (INT 7346).	INDIA – WEST COAST – Port of Mormugao – Dredging.
038/13	2065.	INDIA – WEST COAST – Port Dabhol – Buoy.
111/13	21 – 22 (INT 752) – 23 – 268 (INT 7353) – 273 – 292 (INT 7021) – 293 (INT 7022) – 7703 (INT 703) – 7705 (INT 705) – 7706 (INT 706).	INDIA – WEST COAST – Arabian Sea – Data Buoys. Tsunami Buoy.
129/13	211 – 2016 (INT 7336) – 2015 (INT 7337) – 2001 – 2076 (INT 7338).	INDIA – WEST COAST – Mumbai Harbour – Dredging Operation.
055/14	2004 (INT 7359) – 2029 (INT 7358).	INDIA – WEST COAST – Port of Kochi – Kochi Harbour – Dredging Channel limit.
065/14	23– 31– 33 – 7070 (INT 70) – 7071 (INT 71) – 7072 (INT 72) – 7073 (INT 73) – 7702 (INT 702) – 7703 (INT 703) – 7706 (INT 706) – 7707 (INT 707) – 7708 (INT 708).	INDIA OCEAN – Data Buoys.
098/14	2102– 2039.	INDIA – WEST COAST – Bhavnagar Port – Jetty.

## VII

### 2. INDIA WEST COAST – INDIAN OCEAN. (Continued).

099/14	21– 203 (INT 7319) – 2017.	INDIA – WEST COAST – Gulf of Kachchh – Eastern Portion – Buoys.
116/14	2016 (INT 7336) – 2076 (INT 7338).	INDIA – WEST COAST – Inner Approaches to Mumbai – Construction Work.
135/14	211 – 2016 (INT 7336) – 2015 (INT 7337) – 2001.	INDIA – WEST COAST – Inner Approaches to Mumbai – Buoys.
145/14	211 – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022) – 2016 (INT 7336).	INDIA – WEST COAST – Jawahar Lal Nehru Port and Trombay – Jetty.
166/14	215 – 216 – 2008 – 2010.	INDIA – WEST COAST – Karwar Naval Harbour – Buoy.
194/14	207 – 211 – 217 – 220 – 255 (INT 7334) – 258 (INT 7348) – 259 (INT 7356) – 272 – 292 (INT 7021) – 293 (INT 7022) – 2016 (INT 7336) – 2029 (INT 7358) – 2052 (INT 7350).	INDIA – WEST COAST – Okha to Kochi – Buoys.
200/14	21 – 22 (INT 752) – 211 – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022) – 2015 (INT 7337) – 2016 (INT 7336) – 2076 (INT 7338).	INDIA – WEST COAST – Mumbai Port – Anchorage Berths. Wreck.
037/15	21 – 22 (INT 752) – 32 (INT 754) – 214 – 215 – 221 – 257 (INT 7343) – 259 (INT 7346) – 260 (INT 7363) – 272 – 292 (INT 7021) – 293 (INT 7022).	INDIA – WEST COAST – Arabian Sea – ADCP Moorings.
042/15	22 (INT 752) – 214– 293 (INT 7022) – 2022 (INT 7345)	INDIA – WEST COAST – Approaches to Mormugao – Unlit Vessel.
052/15	217 –258 (INT 7348)–272–293 (INT 7022) – 2002 (INT 7351) – 2052 (INT 7350)	INDIA – WEST COAST – Ports of New Mangalore and Mangalore – Buoys. Dredging.
053/15	21– 291– 203 (INT 7319) – 2018 (INT 7321)	INDIA – WEST COAST – Gulf of Kachchh – Approaches to Kandla – Dredging. Buoys.
066/15	271 – 251 (INT 7318) – 203 (INT 7319) – 2031 (INT 7326) – 2068 – 2013 (INT 7324)	INDIA – WEST COAST – Gulf of Kachchh – Port of Okha – Buoys.

### 3. INDIA EAST COAST – ANDAMAN NICOBAR, SRI LANKA, MYANMAR.

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
237/10	406 – 4010.	ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay – Light.
145/11	351 – 301 – 3011 (INT 7421).	INDIA – EAST COAST – Approaches to Hugli River. Works.
094/12	33 – 41 (INT 757) – 402 – 403 – 404 – 405 – 406 – 407 – 408 – 409 – 471 – 472 (INT 7032) – 473 (INT 7031) – 4016 – 4035.	INDIA – ANDAMAN SEA – Fish Aggregating Devices.
183/12	31 – 32 (INT 754) – 33 –354 (INT 7408).	INDIA – BAY OF BENGAL – Argo Floats.
212/12	3034.	INDIA – EAST COAST – Krishnapatnam Port – Port Development. Dredging.
225/12	31 – 321 – 322 – 371 – 3020.	BAY OF BENGAL – MYANMAR COAST – Combermere Bay to Cheduba Strait – Platform.

## VIII

### 3. INDIA EAST COAST – ANDAMAN NICOBAR, SRI LANKA, MYANMAR. (Continued).

288/12	31 – 32 (INT 754) – 354 (INT 7408) – 355 (INT 7405) – 391 – 7071 (INT 71) – 7073 (INT 73) – 7706 (INT 706).	INDIA – EAST COAST – Bay of Bengal – Drilling Operation.
159/13	31 – 41 (INT757) – 409 – 471 – 472 – 4035 – 4039.	INDIA – ANDAMAN SEA – Nicobar Island – Campbell Bay – Jetty.
181/13	31 – 32 (INT 754) – 33 – 41 (INT 757) – 292 (INT 7021) – 404 – 405 – 472 (INT 7032) – 473 (INT 7031) – 7706 (INT 706) – 7707 (INT 707).	INDIA – EAST COAST – Bay of Bengal – Data Buoy. Tsunami Buoy.
195/13	352(INT7416) – 3005.	INDIA – EAST COAST – Gopalpur Port – Breakwater. Wrecks. Onshore Installation.
199/14	31 – 32 (INT 754) – 33 – 308 – 352 (INT 7416) – 354 (INT 7408) – 355 (INT 7405) – 357 (INT 7397) – 391.	INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.
208/14	41 (INT 757) – 410 – 411 – 451 – 452 – 4019.	Myanmar – Yangon River – Buoys.
043/15	31 – 322– 371	INDIA – BAY OF BENGAL – Sittwe (Akyab) to Preparis Island – Drilling Operation.
054/15	41 (INT 757) – 451	INDIA – BAY OF BENGAL – Preparis North Channel to Rangoon River – Drilling Operation.
055/15	31– 41 (INT 757) – 371(INT 757)	INDIA – BAY OF BENGAL – Sittwe (Akyab) to Preparis Island – Survey Operation.
056/15	31– 41 (INT 757) – 371(INT 757)	INDIA – BAY OF BENGAL – Mayu River to Kyaukpyu – Survey Operation.
067/15	31 – 301 – 351 (INT 7419)	INDIA – EAST COAST – Paradip to Pussur River – Buoy.
068/15	31 – 32 (INT 754) – 391 – 354 (INT 7408) – 308 – 3002 (INT 7410) – 3012 (INT 7411)	INDIA – EAST COAST – Visakhapatnam Harbour – Buoy.

### 4. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA

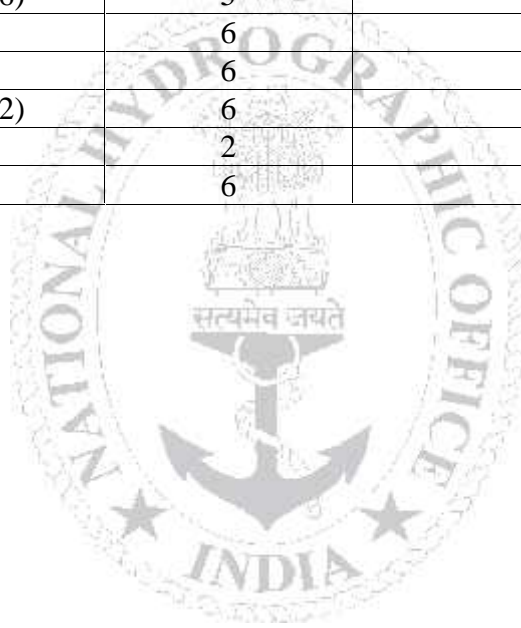
383/03	33 – 41(INT 757).	INDONESIA – Sumatera – North and Northwest Coasts – Restricted area.
377/07	7508 (INT 508).	INDONESIA – Sumatera – Pulau Belitung West Coast – Tanjungpandan to Jawa North Coast – Pakis – Submarine cable.
238/10	41 (INT 757) – 471.	INDONESIA – Sumatera – North West Coast – Pulau Bunta –Lights.



**SECTION – I**

The list of charts affected by the Notices 069 to 071 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
21	2	069
202	2	069
203	2	069
204	2	069
205	2	069
206	2	069
251(INT 7318)	2	069
252(INT 7325)	2	069
271	2	069
291	2	069
292(INT 7021)	2	069
351(INT 7419)	5	070
352(INT 7416)	5	070
409	6	071
471	6	071
472(INT 7032)	6	071
2040	2	069
4039	6	071



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

**\*069/(07/15) INDIA – WEST COAST – Okha to Veraval – Light.**

Source: NHO Dehradun

**Chart 21** [previous update 202/14]

Amend	Light to, Fl(2)18M	21° 06′.55N., 70° 06′.30E.
	Light to, Fl.18M	21° 37′.37N., 69° 37′.17E.
	Light to, Fl(4)18M	22° 19′.87N., 068° 56′.92E

**Chart 291** [previous update 197/14]

Amend	Light to, Fl(4)18M	22° 19′.87N., 068° 56′.92E.
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**Chart 292 (INT 7021)** [previous update 202/14]

Amend	Light to, Fl(2)18M	21° 06′.55N., 70° 06′.30E.
	Light to, Fl.18M	21° 37′.37N., 69° 37′.17E.
	Light to, Fl(4)18M	22° 19′.87N., 068° 56′.92E

**Chart 271** [previous update 061/15]

Amend	Light to, Fl(4)18M	22° 19′.87N., 068° 56′.92E
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**Chart 251 (INT 7318)** [previous update 061/15]

Amend	Light to, Fl(4)15s33m18M	22° 19′.87N., 068° 56′.92E
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**Chart 252 (INT 7325)** [previous update 197/14]

Amend	Light to, Fl(2)20s37m18M	21° 06′.55N., 70° 06′.30E.
	Light to, Fl.5s47m18M	21° 37′.37N., 69° 37′.17E.
	Light to, Fl(4)15s33m18M	22° 19′.87N., 068° 56′.92E

**Chart 202** [previous update 061/15]

Amend	Light to, Fl(4)15s33m18M	22° 19′.87N., 068° 56′.92E
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**Chart 203 (INT 7319)** [previous update 197/14]

Amend	Light to, Fl(4)15s33m18M	22° 19′.83N., 068° 56′.93E
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**Chart 204** [previous update 033/15]

Amend	Light to, Fl.5s47m18M	21° 37′.37N., 69° 37′.17E.
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**Chart 205** [previous update 033/15]

Amend	Light to, Fl(2)20s37m18M	21° 06′.55N., 70° 06′.30E.
	Light to, Fl.5s47m18M	21° 37′.37N., 69° 37′.17E.

**Chart 206** [previous update 197/14]

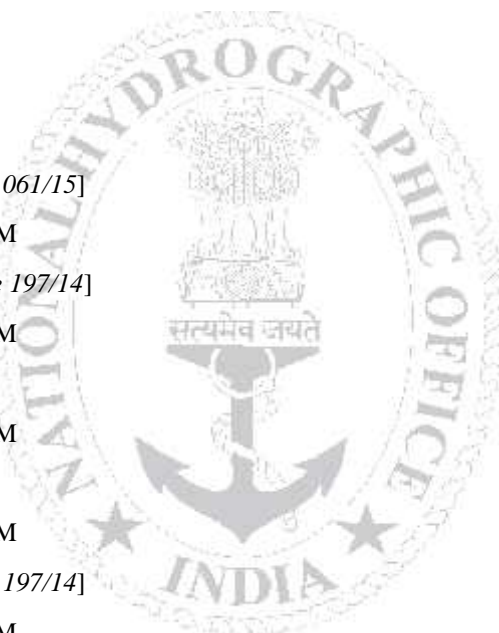
Amend	Light to, Fl(2)20s37m18M	21° 06′.55N., 70° 06′.30E.
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**Chart 2040** [previous update NC 15 Dec 14]

Amend	Light to, Fl.5s47m18M	21° 37′.37N., 69° 37′.17E.
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**Chart 2040 (PLAN)** [previous update NC 15 Dec 14]


Amend	Light to, Fl.5s47m18M	21° 37′.37N., 69° 37′.17E.
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**\*070/(07/15) INDIA – EAST COAST – Paradip to Pussur River – Buoy.**

Source: ICGS Sarojini Naidu.

**Chart 351(INT 7419) [previous update 048/15]**

Insert	 FIR5s No.5	20° 29′.73N., 87° 07′.80E.
	 FIR5s No.6	20° 29′.40N., 87° 04′.09E.
	 FIR5s No.8	20° 17′.48N., 86° 56′.37E.

**Chart 352(INT 7416) [previous update 048/15]**

Insert	 FIR5s No.5	20° 29′.73N., 87° 07′.80E.
	 FIR5s No.6	20° 29′.40N., 87° 04′.09E.
	 FIR5s No.8	20° 17′.48N., 86° 56′.37E.

**\*071/(07/15) INDIA – ANDAMAN SEA, NICOBAR ISLAND – Campbell Bay – Light.**

Source: DLL Port Blair.

**Chart 471 [previous update 062/13]**

Insert	 Fl(2)10M	07° 01′.04N., 93° 55′.57E.
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**Chart 472 (INT 7032) [previous update 077/14]**

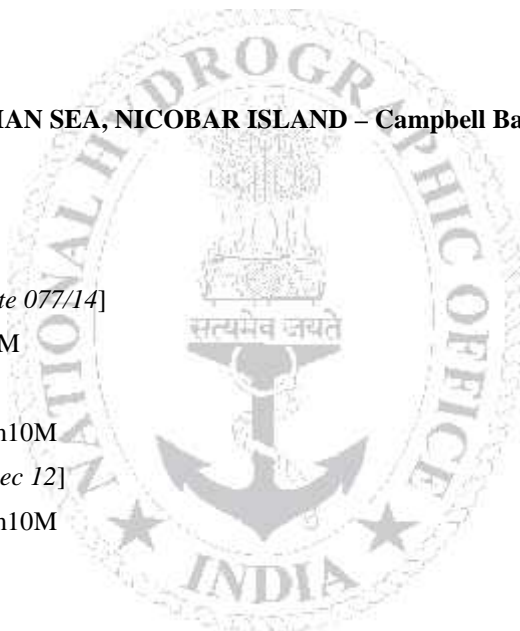
Insert	 Fl(2)42m10M	07° 00′.92N., 93° 55′.77E.
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**Chart 409 [previous update 033/15]**

Insert	 Fl(2)10s42m10M	07° 00′.98N., 93° 55′.62E.
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**Chart 4039 [previous update NC 31 Dec 12]**

Insert	 Fl(2)10s42m10M	07° 00′.94N., 93° 56′.02E.
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**SECTION – III**  
**TEMPORARY AND PRELIMINARY NOTICES**

**NIL**



## **SECTION – IV** **MARINE INFORMATION**

### 1. **NAVTEX TRANSMISSION**

MSI Promulgation by NAVTEX Stations at Mumbai and Chennai are temporarily out of operation.

(Source – DG Shipping)

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

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

(Source - NAVAREA VIII Warning 100/12)

### 3. **DISPLAY ANOMALIES IN ECDIS**

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

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

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

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

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

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

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

(b) Recommended routes have been established along the coast of Gujarat. These are to assist mariners to navigate safely in order to represent the best routes for crossing traffic and to minimize head-on

encounters in vicinity of Oilfield Development Areas and regulate coastal traffic. Mariners are advised to keep 1 to 2 miles starboard of the shown routes consistent with Rules of the Road.

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

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

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

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

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

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

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

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

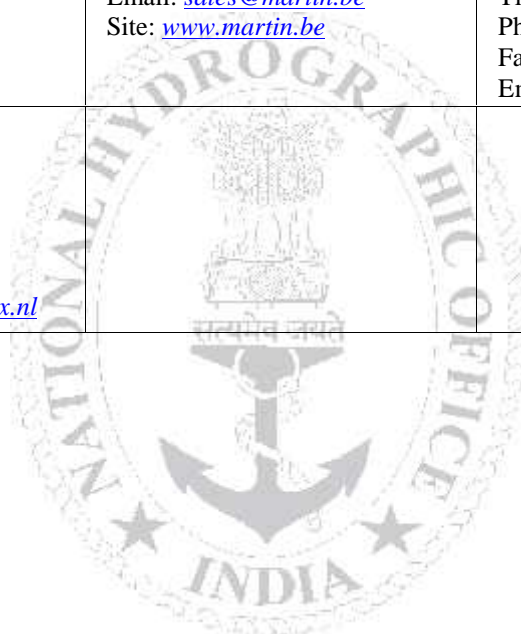
## 7. **CAUTIONARY NOTE**

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

### Distribution of Indian Paper Charts and Nautical Publications

Indian Nautical Charts and Publications from National Hydrographic Office, India are now available globally. Details of overseas chart agents are as follows:-

<p><b>JEPPESEN MARINE</b>  <b>Jeppesen Norway AS</b>            P.O. 212,            N-4379, Egersund, Norway            Ph: 0047 51 464700            Fax: 0047 51 464701            Email: <a href="mailto:info@c-map.no">info@c-map.no</a>            Site: <a href="http://www.c-map.no">www.c-map.no</a></p>	<p><b>C-Map US Commercial</b>            133 Falmouth Road,            Building 2, Postal Code: 02649,            Mashpee, MA, America            Ph: +1 (508) 477 8010            Fax: +1 (508) 539 4381            Email: <a href="mailto:info@c-map.com">info@c-map.com</a></p>	<p><b>C-Map (UK) Ltd.</b>            Systems House            Delta Business Park            Salterns Lane, Fareham,            PO16 0QS, United Kingdom,            Ph: +44 (0) 1329 517777            Fax: +44 (0) 1329 517778            Email: <a href="mailto:info@c-map.co.uk">info@c-map.co.uk</a></p>
<p><b>Mari-Sys Pte Ltd.</b>            20 Ayer Rajah Crescent,            08-21, SE 139964,            Republic of Singapore            Ph: +65 6776 1898            Email: <a href="mailto:info@mari-sys.com">info@mari-sys.com</a></p>	<p><b>Bogerd Martin NV,</b>            Oude Leeuwenrui 37            2000 Antwerp, Belgium            Ph: +32 (3) 2134170            Fax: +32 (3) 2326167            Email: <a href="mailto:sales@martin.be">sales@martin.be</a>            Site: <a href="http://www.martin.be">www.martin.be</a></p>	<p><b>Bogerd Martin Tianjin(China Branch)</b>            2-B101 FTZ Hi-Tech            Development Centre 131            Haibin 9 Road 300461            Tianjin China            Ph: +86 22 257 62 721            Fax: +86 22 257 62 722            Email: <a href="mailto:charts-tj@martin.cn">charts-tj@martin.cn</a></p>
<p><b>C-Map Holland</b>            Paleiskade100            PO Box 7            1781 AR Den Helder,            Holland            Ph: +31 223 616 700            E Mail: CorMallie <a href="mailto:cor@chartworx.nl">cor@chartworx.nl</a></p>		



**List of Indian Chart Agents.**

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
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	EW Liner Charts & Publication (India) 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: maritimeindia@airtelmail.in
M/s C & C Marine Combine 25 Bank Street, 1 <sup>st</sup> Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@vsnl.com, sales@ccmarine.in	Gujarat Pipavav Port Limite PO – Ucchayi, Dist.- Amereli Gujarat – 365 560 Tele:- 91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 6510 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: RajShekhar.Chakravorty@jeppesen.com, info@jeppesen.com Website: www.jeppesen.com
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	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +919937064299 Email: ashiskantha@gmiindia.in Web: www.gmiindia.in
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-9477444392/ 9331936587 Email: liftmarine@yahoo.co.in, sankar_roy342@yahoo.in	M/s L. R. Marine Services 301, 3rd Floor, Biry House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-6635 9148 Cell No: +91 8108926880/+91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com
M/s Engineering Logistics Executive Multi Services Eloms Charts, Door No: 61-4-45-A/4, Prakash Nagar Malkapuram Visakhapatnam - 530 011 Mob: +91 9133871827 Email: sales@elomscharts.in Web: www.elomscharts.in	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills, Hyderabad- 500 034 Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 015 Mob: +91 7926923982 Email: jyoti@aatash.com, zubin@aatash.com	



**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 Mar 15:

<b>2014 SERIES</b> – 111 211 233 241 310 311 336 398 405 406 415 438 439 467 476 489 555 586 614 654 676
<b>2015 SERIES</b> – 025 030 041 055 081 099 114 122 124 133 140 143 154 160 161 164 169 177 178 183 186 187 194 205 206 207 208 215 217 223 224 225 228 229 231 232 233 234 235 236

3. NAVAREA VIII Warnings issued during the period from 16 Mar to 31 Mar 15 (both dates inclusive) are as tabulated below: –

<b>195. India East Coast – Bay of Bengal.</b> Charts 31 INT 71 INT 706. Sri Lankan fishing vessel FVSL Three Star - 02 reported missing with 05 crew since 10 Mar 15 in vicinity of 14-14N 085-35E.
<b>196. Lakshadweep Sea.</b> Charts INT 71 INT 73. Sri Lankan fishing vessel FVSL Thisa - 02 reported adrift with 05 crew due engine failure since 15 Mar 15 in vicinity of 04 -00N 077-00E.
<b>197. India East Coast – Bay of Bengal.</b> Charts 31 32 33 356 391 INT 706. CG aircraft firing practice scheduled from 22-31 Mar 15 from 0130-1130 UTC in area bounded by (a) 13-30N 082-00E (b) 14-30N 082-00E (c) 14-30N 082-40E (d) 13-30N 082-40E 2. Safe flying Ht 2000 M. 3. Cancel this MSG 311230 UTC Mar 15.
<b>198. India West Coast – Okha.</b> Charts 21 202 203 251 271 291 2013 2068 INT 71. Firing practice by Naval Coast Battery scheduled on 23 Mar 15 from 0530-0730 UTC. 2. Danger area extending up to 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E. 3. Safe flying Ht 12800 M. 4. Cancel this MSG 230830 UTC Mar 15.
<b>199. India West Coast – Arabian Sea.</b> Charts 22 256 293 INT 71. Firing by IN ships scheduled on 23 Mar 15 from 1430-1730 UTC in area bounded by (a) 16-25N 071-18E (b) 17-05N 071-18E (c) 17-05N 071-54E (d) 16-25N 071-54E 2. Safe flying height 10000 M. 3. Cancel this MSG 231830 UTC Mar 15.
<b>200. India East Coast – Krishnapatnam.</b> Charts 31 32 356 391 INT 706. Krishnapatnam DGPS will be off air on 18 Mar 15 from 0030-1230 UTC. 2. Cancel this MSG 181330 UTC Mar 15.
<b>201. Cancel NAVAREA VIII 170/15. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 161007 UTC Mar 15 ABAN II 16-39.14N 082-22.72E ACTINIA 16-16.44N 082-11.80E DEEP SEA MATDRILL 16-24.53N 082-02.93E DSR DHIRUBHAI DEEPWATER KG-2 16-41.80N 082-41.50E PLATINUM EXPLORER 16-30.20N 082-29.60E NEW GSF-140 16-24.70N 082-23.30E NOBLE DUCHESS 16-08.83N 081-40.92E SAGAR VIJAY 16-33.72N 082-28.36E SAGAR RATNA 16-22.04N 081-59.25E 2. Wide berth requested.
<b>202. Cancel NAVAREA VIII 193/15. India East Coast – Balasore.</b> Charts 31 351 3017 INT 71 INT 706. Experimental flight trial scheduled from ITR daily from 16-21 Mar 15 from 0430-0830 UTC in area bounded by (a) 21-18.13N 086-50.63E (b) 20-48.61N 087-16.02E (c) 21-02.96N 087-34.34E (d) 21-32.06N 087-08.36E 2. No over flight and shipping permitted in danger zone. 3. Cancel this MSG 210930 UTC Mar 15.
<b>203. Cancel NAVAREA VIII 182/15 and this MSG.</b>

<p><b>204. Andaman Sea – South Andaman.</b> Charts 41 405 406 473 INT 76. Firing practice by IN ships scheduled daily on 19 and 20 Mar 15 from 0500-1100 UTC in area bounded by</p> <table> <tr> <td>(a) 11-14.90N</td> <td>092-50.50E</td> <td>(b) 11-02.20N</td> <td>092-50.50E</td> </tr> <tr> <td>(c) 11-02.20N</td> <td>092-38.00E</td> <td>(d) 11-14.90N</td> <td>092-38.00E</td> </tr> </table> <p>2. Safe flying Ht 6000 M. 3. Cancel this MSG 201200 UTC Mar 15.</p>	(a) 11-14.90N	092-50.50E	(b) 11-02.20N	092-50.50E	(c) 11-02.20N	092-38.00E	(d) 11-14.90N	092-38.00E																				
(a) 11-14.90N	092-50.50E	(b) 11-02.20N	092-50.50E																									
(c) 11-02.20N	092-38.00E	(d) 11-14.90N	092-38.00E																									
<p><b>205. India West Coast – off Mumbai High.</b> Charts 21 254 255 293 INT 71. RV Geo Caspian progressing seismic survey till 10 Apr 15 in area bounded by</p> <table> <tr> <td>(a) 18-53N</td> <td>070-43E</td> <td>(b) 18-55N</td> <td>071-23E</td> </tr> <tr> <td>(c) 20-06N</td> <td>071-28E</td> <td>(d) 20-06N</td> <td>070-43E</td> </tr> </table> <p>2. Wide berth of 06 NM around vessel requested. 3. Cancel this MSG 110001 UTC Apr 15.</p>	(a) 18-53N	070-43E	(b) 18-55N	071-23E	(c) 20-06N	071-28E	(d) 20-06N	070-43E																				
(a) 18-53N	070-43E	(b) 18-55N	071-23E																									
(c) 20-06N	071-28E	(d) 20-06N	070-43E																									
<p><b>206. India East Coast – Bay of Bengal.</b> Charts 31 352 353 354 355 391 INT 706. Drill ship Chikyu progressing survey till 31 Jul 15 in</p> <p>Area I</p> <table> <tr> <td>(a) 19-14.83N</td> <td>085-47.71E</td> <td>(b) 18-57.09N</td> <td>086-18.36E</td> </tr> <tr> <td>(c) 18-48.71N</td> <td>086-18.33E</td> <td>(d) 18-38.88N</td> <td>085-29.98E</td> </tr> <tr> <td>(e) 18-58.89N</td> <td>085-29.98E</td> <td></td> <td></td> </tr> </table> <p>Area II</p> <table> <tr> <td>(a) 16-47.53N</td> <td>082-59.99E</td> <td>(b) 16-29.67N</td> <td>082-59.99E</td> </tr> <tr> <td>(c) 16-30.03N</td> <td>083-29.63E</td> <td>(d) 16-12.60N</td> <td>083-30.00E</td> </tr> <tr> <td>(e) 16-12.53N</td> <td>082-59.95E</td> <td>(f) 16-26.10N</td> <td>082-37.60E</td> </tr> <tr> <td>(g) 16-36.68N</td> <td>082-37.25E</td> <td></td> <td></td> </tr> </table> <p>2. Cancel this MSG 010001 UTC Aug 15.</p>	(a) 19-14.83N	085-47.71E	(b) 18-57.09N	086-18.36E	(c) 18-48.71N	086-18.33E	(d) 18-38.88N	085-29.98E	(e) 18-58.89N	085-29.98E			(a) 16-47.53N	082-59.99E	(b) 16-29.67N	082-59.99E	(c) 16-30.03N	083-29.63E	(d) 16-12.60N	083-30.00E	(e) 16-12.53N	082-59.95E	(f) 16-26.10N	082-37.60E	(g) 16-36.68N	082-37.25E		
(a) 19-14.83N	085-47.71E	(b) 18-57.09N	086-18.36E																									
(c) 18-48.71N	086-18.33E	(d) 18-38.88N	085-29.98E																									
(e) 18-58.89N	085-29.98E																											
(a) 16-47.53N	082-59.99E	(b) 16-29.67N	082-59.99E																									
(c) 16-30.03N	083-29.63E	(d) 16-12.60N	083-30.00E																									
(e) 16-12.53N	082-59.95E	(f) 16-26.10N	082-37.60E																									
(g) 16-36.68N	082-37.25E																											
<p><b>207. Cancel NAVAREA VIII 201/15. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 171003 UTC Mar 15</p> <table> <tr> <td>ABAN II</td> <td>16-39.14N</td> <td>082-22.72E</td> </tr> <tr> <td>ACTINIA</td> <td>16-16.44N</td> <td>082-11.80E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-24.53N</td> <td>082-02.93E</td> </tr> <tr> <td>DSR DD KG-2</td> <td>17-07.00N</td> <td>082-35.00E NEW</td> </tr> <tr> <td>PLATINUM EXPLORER</td> <td>16-30.20N</td> <td>082-29.60E</td> </tr> <tr> <td>GSF-140</td> <td>16-24.70N</td> <td>082-23.30E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-08.83N</td> <td>081-40.92E</td> </tr> <tr> <td>SAGAR VIJAY</td> <td>16-33.72N</td> <td>082-28.36E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-22.04N</td> <td>081-59.25E</td> </tr> </table> <p>2. Wide berth requested.</p>	ABAN II	16-39.14N	082-22.72E	ACTINIA	16-16.44N	082-11.80E	DEEP SEA MATDRILL	16-24.53N	082-02.93E	DSR DD KG-2	17-07.00N	082-35.00E NEW	PLATINUM EXPLORER	16-30.20N	082-29.60E	GSF-140	16-24.70N	082-23.30E	NOBLE DUCHESS	16-08.83N	081-40.92E	SAGAR VIJAY	16-33.72N	082-28.36E	SAGAR RATNA	16-22.04N	081-59.25E	
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SAGAR VIJAY	16-33.72N	082-28.36E																										
SAGAR RATNA	16-22.04N	081-59.25E																										
<p><b>208. North Indian Ocean.</b> Charts INT 71 INT 707. Vessel MV Geo Hind Sagar will progress seismic survey from 20 Mar-30 Apr 15 in area bounded by</p> <table> <tr> <td>(a) 03-12.07N</td> <td>083-40.64E</td> <td>(b) 05-51.92N</td> <td>085-09.23E</td> </tr> <tr> <td>(c) 06- 45.37N</td> <td>088-13.89E</td> <td>(d) 05-29.13N</td> <td>088-36.49E</td> </tr> </table> <p>2. Vessel towing seismic cable of 05 NM length marked with yellow tail buoy with Fl Strobe Lt. 3. Wide berth of 08 NM requested. 4. Cancel this MSG 010001 UTC May 15.</p>	(a) 03-12.07N	083-40.64E	(b) 05-51.92N	085-09.23E	(c) 06- 45.37N	088-13.89E	(d) 05-29.13N	088-36.49E																				
(a) 03-12.07N	083-40.64E	(b) 05-51.92N	085-09.23E																									
(c) 06- 45.37N	088-13.89E	(d) 05-29.13N	088-36.49E																									
<p><b>209. India West Coast – Goa.</b> Charts 22 214 215 257 2020 293 INT 71 INT 705. Firing by Naval Coast Battery scheduled from 0400-0730 UTC on 25 Mar 15.</p> <p>2. Danger area bounded by 200 to 260 bearing from MPT building at Mormugao head up to 20 NM seaward. 3. Safe flying Ht 6500 M. 4. No vessels permitted in danger area. 5. Cancel this MSG 250830 UTC Mar 15.</p>																												
<p><b>210. Cancel NAVAREA VIII 199/15. India West Coast – Arabian Sea.</b> Charts 22 256 293 INT 71. Firing by IN ships scheduled on 23 Mar 15 from 1430-1730 UTC in area bounded by</p> <table> <tr> <td>(a) 16-45N</td> <td>071-18E</td> <td>(b) 17-25N</td> <td>071-18E</td> </tr> <tr> <td>(c) 17-25N</td> <td>071-54E</td> <td>(d) 16-45N</td> <td>071-54E</td> </tr> </table> <p>2. Safe flying Ht 10000 M. 3. Cancel this MSG 231830 UTC Mar 15.</p>	(a) 16-45N	071-18E	(b) 17-25N	071-18E	(c) 17-25N	071-54E	(d) 16-45N	071-54E																				
(a) 16-45N	071-18E	(b) 17-25N	071-18E																									
(c) 17-25N	071-54E	(d) 16-45N	071-54E																									
<p><b>211. Cancel NAVAREA VIII 191/15. India West Coast – Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list correct at 181004 UTC Mar 15</p> <table> <tr> <td>ABAN ICE</td> <td>18-35.95N</td> <td>071-15.96E</td> </tr> <tr> <td>BADRINATH</td> <td>19-28.06N</td> <td>071-53.40E</td> </tr> <tr> <td>CE THORNTON</td> <td>21-03.00N</td> <td>072-23.00E</td> </tr> <tr> <td>DISCOVERY-1</td> <td>19-05.35N</td> <td>072-06.89E</td> </tr> <tr> <td>DYNAMIC VISION</td> <td>18-39.23N</td> <td>070-58.86E</td> </tr> <tr> <td>ENERGY DRILLER</td> <td>18-39.56N</td> <td>072-06.00E</td> </tr> </table>	ABAN ICE	18-35.95N	071-15.96E	BADRINATH	19-28.06N	071-53.40E	CE THORNTON	21-03.00N	072-23.00E	DISCOVERY-1	19-05.35N	072-06.89E	DYNAMIC VISION	18-39.23N	070-58.86E	ENERGY DRILLER	18-39.56N	072-06.00E										
ABAN ICE	18-35.95N	071-15.96E																										
BADRINATH	19-28.06N	071-53.40E																										
CE THORNTON	21-03.00N	072-23.00E																										
DISCOVERY-1	19-05.35N	072-06.89E																										
DYNAMIC VISION	18-39.23N	070-58.86E																										
ENERGY DRILLER	18-39.56N	072-06.00E																										

<b>211. Continued.</b>			
	FG MC CLINTOCK	19-13.43N	071-28.72E
	GREAT DRILLER CHAAYA	18-40.10N	072-13.58E
	GREATDRILL CHETNA	19-57.30N	071-14.47E
	GREATDRILL CHITRA	19-19.55N	072-00.81E
	HARVEY H WARD	19-36.73N	071-24.01E
	JINDAL STAR	19-08.72N	071-55.25E
	JT ANGEL	20-09.38N	071-49.42E
	KEDARNATH	20-15.31N	071-15.17E
	NOBLE ED HOLT	18-55.59N	072-02.48E
	RON TAPMEYAR	19-14.45N	070-58.88E
	SAGAR GAURAV	19-12.67N	070-55.61E
	SAGAR SHAKTI	20-20.43N	071-15.41E
	SAGAR JYOTI	19-25.56N	071-17.81E
	SAGAR KIRAN	18-39.66N	072-13.33E
	SAGAR LAXMI	20-58.00N	071-33.00E
	SAGAR PRAGATI	20-58.00N	071-33.00E
	SAGAR UDAY	18-36.16N	071-01.64E
	SUNDOWNER VII	18-36.21N	072-13.99E
	TRIDENT II	18-29.41N	072-14.73E NEW
	TRIDENT XII	19-07.35N	072-06.45E
	VICTORY DRILLER	19-27.70N	071-11.15E
	VIRTUE-I	19-22.29N	071-03.63E
	VALIANT DRILLER	19-25.36N	071-19.57E
2.	Wide berth requested.		
<b>212.</b>	<b>Cancel NAVAREA VIII</b>		
	<b>(a) 153 141 /15 035 228 662 /13 and this MSG.</b> INTM 60 61 63 64 66 of 06/15 refers.		
	<b>(b) 195/15 and this MSG.</b>		
<b>213.</b>	<b>Indian Ocean – off Reunion Island.</b> Charts INT 70 INT 71. Four Mtr yellow cylindrical buoy reported adrift in position 21-11.07S 055-13.2E.		
2.	Cancel this MSG 200700 UTC Mar 15.		
<b>214.</b>	<b>Bay of Bengal – off Sri Lanka.</b> Charts 23 32 INT 71. Fishing vessel FVSL Linode reported adrift with 05 crew due engine failure since 18 Mar 15 in vicinity of 07 -50N 083-20E.		
<b>215.</b>	<b>India West Coast – off Okha and Porbandar.</b> Charts 21 202 204 205 251 252 271 291 INT 71. Firing from Kathiawar range scheduled from 19 Mar-15 Apr from 0230-0930 UTC in area bounded by		
	(a) 22-18.54N	068-25.00E	(b) 22-06.04N 068-49.00E
	(c) 21-30.79N	069-26.99E	(d) 21-09.04N 069-40.49E
	(e) 21-30.54N	068-48.50E	
2.	No vessels permitted in area.		
3.	Cancel this MSG 151030 UTC Apr 15.		
<b>216.</b>	<b>India East Coast – Chennai.</b> Charts 32 33 313 356 357 3001 INT 706. Firing practice by Naval Coast Battery scheduled on 27 Mar 15 from 0530 - 0730 UTC.		
2.	Danger sector extending up to 11 NM between bearing 045 and 075 from 13-07.02N 080-18.01E.		
3.	Safe flying Ht 12800 M.		
4.	Cancel this MSG 270830 UTC Mar 15.		
<b>217.</b>	<b>Bay of Bengal – off Myanmar.</b> Charts 322 323 371 INT 71. Naval exercise scheduled from 27 Mar – 10 Apr 15 in area bounded by		
	(a) 19-00N	092-15E	(b) 19-00N 093-15E
	(c) 18-25N	093-15E	(d) 18-25N 092-15E
2.	Unauthorized navigation / anchoring / trawling prohibited within 5 NM from exercise area.		
3.	Cancel this MSG 110001 UTC Apr 15.		
<b>218.</b>	<b>Indian Ocean – Bay of Bengal.</b> Charts 32 33 356 INT 71 INT 706. PSLV launch scheduled from 13-43.2N 080-13.8E from 1100-1500 UTC from 28 Mar - 08 Apr 15.		
2.	Danger zone as follows		
(a)	<b>Zone 1</b> Circle of 10 NM around launcher		
(b)	<b>Zone-2</b>		
	(i)	13-30N 080-30E	(ii) 13-50N 080-35E
	(iii)	13-35N 081-30E	(iv) 13-15N 081-25E
(c)	<b>Zone-3</b>		
	(i)	13-00N 082-10E	(ii) 13-30N 082-15E
	(iii)	12-55N 084-05E	(iv) 12-25N 084-00E

<p><b>218.</b></p>	<p><b>Continued.</b></p> <p>(d) <b><u>Zone-4</u></b>            (i) 12-20N 084-05E (ii) 13-00N 084-15E            (iii) 12-45N 085-10E (iv) 12-05N 085-00E</p> <p>(e) <b><u>Zone-5</u></b>            (i) 11-10N 088-25E (ii) 11-45N 088-35E            (iii) 11-35N 089-10E (iv) 11-00N 089-00E</p> <p>(f) <b><u>Zone-6</u></b>            (i) 09-15N 094-45E (ii) 10-05N 095-05E            (iii) 09-45N 096-00E (iv) 08-55N 095-40E</p> <p>(g) <b><u>Zone-7</u></b>            (i) 19-00S 133-00W (ii) 17-00S 133-00W            (iii) 14-30S 115-00W (iv) 08-30S 093-00W            (v) 10-30S 093-00W (vi) 16-30S 115-00W</p> <p>3. Cancel this MSG 081600 UTC Apr 15.</p>
<p><b>219.</b></p>	<p><b>Cancel NAVAREA VIII 310/14 and this MSG.</b></p>
<p><b>220.</b></p>	<p><b><u>NAVAREA VIII Warnings in Force as on 20 Mar 2015</u></b>  <b><u>2014 Series</u></b> – 111 211 233 241 311 336 398 405 406 415 438 439 467 476 489 555 586 614          654 676  <b><u>2015 Series</u></b> – 025 030 041 055 081 099 114 122 124 133 138 140 142 143 150 154 155 160          161 164 169 177 178 179 180 183 185 186 187 188 189 190 194 196 197 198 202 205          206 207 208 209 210 211 214 215 216 217 218 219</p> <p>(a) Navarea VIII warnings less than 42 days old (099/15 onward) promulgated via SafetyNet.          (b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>.          (c) Text of NAVAREA VIII warnings also printed in fortnightly Indian N to M.</p> <p>2. Cancel this MSG 271005 UTC Mar 15.</p>
<p><b>221.</b></p>	<p><b>Cancel NAVAREA VIII 196 204 /15 and this MSG.</b></p>
<p><b>222.</b></p>	<p><b>Cancel NAVAREA VIII 218/15. Indian Ocean – Bay of Bengal.</b> Charts 32 33 356 INT 71 INT 706. PSLV launch scheduled from 13-43.2N 080-13.8E from 1100 –1500 UTC from 28 – 30 Mar 15.</p> <p>2. Danger zone as follows</p> <p>(a) <b><u>Zone 1</u></b>          Circle of 10 NM around launcher</p> <p>(b) <b><u>Zone-2</u></b>            (i) 13-30N 080-30E (ii) 13-50N 080-35E            (iii) 13-35N 081-30E (iv) 13-15N 081-25E</p> <p>(c) <b><u>Zone-3</u></b>            (i) 13-00N 082-10E (ii) 13-30N 082-15E            (iii) 12-55N 084-05E (iv) 12-25N 084-00E</p> <p>(d) <b><u>Zone-4</u></b>            (i) 12-20N 084-05E (ii) 13-00N 084-15E            (iii) 12-45N 085-10E (iv) 12-05N 085-00E</p> <p>(e) <b><u>Zone-5</u></b>            (i) 11-10N 088-25E (ii) 11-45N 088-35E            (iii) 11-35N 089-10E (iv) 11-00N 089-00E</p> <p>(f) <b><u>Zone-6</u></b>            (i) 09-15N 094-45E (ii) 10-05N 095-05E            (iii) 09-45N 096-00E (iv) 08-55N 095-40E</p> <p>(g) <b><u>Zone-7</u></b>            (i) 19-00S 133-00W (ii) 17-00S 133-00W            (iii) 14-30S 115-00W (iv) 08-30S 093-00W            (v) 10-30S 093-00W (vi) 16-30S 115-00W</p> <p>3. Cancel this MSG 301600 UTC Mar 15.</p>
<p><b>223.</b></p>	<p><b>India East Coast – Bay of Bengal.</b> Charts 31 391 INT 71 INT 706. IN ships will carry out missile firing practice daily from 30 Mar to 01 Apr 15 from 0230 - 0930 UTC in area bounded by</p> <p>(a) 15-30N 083-24E (b) 16-14N 084-00E          (c) 15-34N 084-46E (d) 15-08N 084-24E</p> <p>2. Safe flying Ht 22000 M.          3. Cancel this MSG 011030 UTC Apr 15.</p>

<b>224. India East Coast – Bay of Bengal.</b> Charts 32 33 356 INT 706. Firing by Naval aircraft scheduled from 01-07 and 15-21 Apr 15 from 0230-1130 UTC.		
2.	Danger zone extending up to 15 NM around 13-50N 081-40E.	
3.	Safe flying Ht 3100 M.	
4.	Cancel this MSG 211230 UTC Apr 15.	
<b>225. Lakshadweep Sea – off Cape Comorin.</b> Charts 32 223 224 260 263 INT 71. Naval ship progressing Hydrographic Survey till 24 Apr 15 in area bounded		
	(a) 06-26.00N 077-14.67E	(b) 07-32.10N 077-14.67E
	(c) 07-32.10N 078-25.00E	(d) 08-12.53N 078-25.00E
	(e) 08-12.53N 078-53.70E	(f) 07-35.40N 078-45.65E
	(h) 06-26.00N 078-09.80E	
2.	Wide berth of 03 NM around ship requested.	
3.	Cancel this MSG 250001 UTC Apr 15.	
<b>226. Indian West Coast – Gulf of Khambhat.</b> Charts 21 209 210 254 292 INT 71. Firing practice by CG aircraft scheduled on 31 Mar 15 from 0430-0830 UTC in area bounded by		
	(a) 20-18.50N 072-02.50E	(b) 20-18.50N 072-15.00E
	(c) 20-09.50N 072-12.00E	(d) 20-09.50N 072-00.00E
2.	Safe flying Ht 1600 M.	
3.	Cancel this MSG 310930 UTC Mar 15.	
<b>227. India West Coast – Ratnagiri.</b> Charts 22 212 213 256 293 INT 71. Ratnagiri DGPS will remain off air from 0030-1230 UTC on 26 Mar 15.		
2.	Cancel this MSG 261330 UTC 15.	
<b>228. India East Coast – Bay of Bengal.</b> Charts 31 301 351 352 3011 INT 71 INT 706. Experimental flight trial scheduled from ITR daily from 03-06 Apr 15 from 0330-0730 UTC in area bounded by		
	(a) 20-11.31N 086-45.65E	(b) 21-28.65N 087-13.68E
	(c) 21-25.44N 088-58.03E	(d) 20-01.81N 089-00.68E
	(e) 18-49.23N 087-50.42E	
2.	No over flight and shipping permitted in danger zone.	
3.	Cancel this MSG 060830 UTC Apr 15.	
<b>229. Cancel Navarea VIII 211/15. India West Coast – Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list correct at 261002 UTC Mar 15		
	ABAN ICE	19-11.41N 071-16.66E NEW
	BADRINATH	19-28.06N 071-53.40E
	CE THORNTON	21-03.00N 072-23.00E
	DISCOVERY-1	19-05.35N 072-06.89E
	DYNAMIC VISION	18-39.23N 070-58.86E
	ENERGY DRILLER	18-39.56N 072-06.00E
	FG MC CLINTOCK	19-13.43N 071-28.72E
	GREAT DRILLER CHAAYA	18-40.10N 072-13.58E
	GREATDRILL CHETNA	19-57.30N 071-14.47E
	GREATDRILL CHITRA	19-19.55N 072-00.81E
	HARVEY H WARD	19-36.73N 071-24.01E
	JINDAL STAR	19-08.72N 071-55.25E
	JT ANGEL	20-09.38N 071-49.42E
	KEDARNATH	20-15.31N 071-15.17E
	NOBLE ED HOLT	18-55.59N 072-02.48E
	RON TAPMEYAR	19-14.45N 070-58.88E
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	SAGAR LAXMI	20-58.00N 071-33.00E
	SAGAR PRAGATI	20-58.00N 071-33.00E
	SAGAR UDAY	18-36.16N 071-01.64E
	SUNDOWNER VII	18-36.21N 072-13.99E
	TRIDENT II	18-29.41N 072-14.73E
	TRIDENT XII	19-07.35N 072-06.45E
	VICTORY DRILLER	19-27.70N 071-11.15E
	VIRTUE-I	19-22.29N 071-03.63E
	VALIANT DRILLER	19-25.36N 071-19.57E
2.	Wide berth requested.	

<p><b>230. Andaman Sea – Campbell Bay.</b> Charts 41 409 4035 INT 757. Campbell Bay DGPS will remain off air from 0230-1230 UTC on 30 Mar 15.</p> <p>2. Cancel this MSG 301330 UTC 15.</p>																																				
<p><b>231. <u>Navarea VIII Warnings in Force as on 27 Mar 2015</u></b></p> <p><b>2014 Series</b> – 111 211 233 241 310 311 336 398 405 406 415 438 439 467 476 489 555 586 614 654 676</p> <p><b>2015 Series</b> – 025 030 041 055 081 099 114 122 124 133 140 143 154 155 160 161 164 169 177 178 179 183 186 187 188 189 194 197 205 206 207 208 215 217 222 223 224 225 226 228 229 230 231</p> <p>(a) Navarea VIII warnings less than 42 days old (114/15 onward) promulgated via SafetyNet.</p> <p>(b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>.</p> <p>(c) Text of NAVAREA VIII warnings also printed in fortnightly Indian N to M.</p> <p>2. Cancel this MSG 031005 UTC Apr 15.</p>																																				
<p><b>232. India East Coast – Gopalpur.</b> Charts 31 352 353 391 3005 INT 706.</p> <p>2. Army air defence firing scheduled from 052330 to 081730, 082330 to 111730 and 192330-221730 Apr 15 in area bounded by</p> <p>(a) 19-14.60N 084-53.70E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 42 NM radius joining point (b) and (c). Safe flying Ht 6100 M.</p> <p>3. PTA flight scheduled from 052330 to 081730, 082330 to 111730 and 192330-221730 Apr 15 in area bounded by</p> <p>(a) 19-17.67N 084-55.21E (b) 19-10.75N 084-47.38E (c) 18-56.03N 084-52.64E (d) 19-12.33N 085-14.92E Safe flying Ht 1530 M.</p> <p>4. No over flight and vessels permitted in area.</p> <p>5. Cancel this MSG 221830 UTC Apr 15.</p>																																				
<p><b>233. Lakshadweep Sea – off Kochi.</b> Charts 22 220 221 259 INT 71. Gun trials of Naval Ship scheduled on 01 Apr from 0530-0930 UTC in area bounded by</p> <p>(a) 09-25.25N 075-38.00E (b) 09-44.50N 075-31.00E (c) 09-18.25N 075-19.00E (d) 09-37.50N 075-12.00E</p> <p>2. Safe flying Ht 10000 M.</p> <p>3. Cancel this MSG 011030 UTC Apr 15.</p>																																				
<p><b>234. Indian Ocean.</b> Charts INT 71 INT 707. One capsized boat (8 M length, yellow colour hull with red green stripes) reported adrift in position 00-14.2S 082-34.8E at 300212 UTC Mar 15.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 031000 UTC Apr 15.</p>																																				
<p><b>235. India East Coast – Bay of Bengal.</b> Charts 32 33 357 471 472 INT 71 INT 706. Cable layer Ile De Batz progressing submarine cable installation till 30 Apr 15 in area bounded by</p> <table border="0"> <tr> <td>(a) 13-00.81N</td> <td>080-17.59E</td> <td>(b) 12-54.35N</td> <td>080-29.29E</td> </tr> <tr> <td>(c) 12-49.32N</td> <td>080-40.90E</td> <td>(d) 12-48.82N</td> <td>080-43.57E</td> </tr> <tr> <td>(e) 12-46.23N</td> <td>080-50.79E</td> <td>(f) 11-27.30N</td> <td>083-25.00E</td> </tr> <tr> <td>(g) 09-35.03N</td> <td>086-08.30E</td> <td>(h) 08-00.28N</td> <td>088-27.15E</td> </tr> <tr> <td>(j) 06-55.11N</td> <td>089-57.35E</td> <td>(k) 06-55.01N</td> <td>090-00.13E</td> </tr> <tr> <td>(l) 06-36.80N</td> <td>090-49.79E</td> <td>(m) 06-18.01N</td> <td>091-56.36E</td> </tr> <tr> <td>(n) 06-00.85N</td> <td>092-59.30E</td> <td>(p) 06-04.28N</td> <td>093-24.30E</td> </tr> <tr> <td>(q) 06-22.49N</td> <td>094-08.93E</td> <td>(r) 06-31.12N</td> <td>094-33.35E</td> </tr> <tr> <td>(s) 06-31.24N</td> <td>094-34.80E</td> <td></td> <td></td> </tr> </table> <p>2. Wide berth of 01 NM around vessel requested.</p> <p>3. Cancel this MSG 01 May 15.</p>	(a) 13-00.81N	080-17.59E	(b) 12-54.35N	080-29.29E	(c) 12-49.32N	080-40.90E	(d) 12-48.82N	080-43.57E	(e) 12-46.23N	080-50.79E	(f) 11-27.30N	083-25.00E	(g) 09-35.03N	086-08.30E	(h) 08-00.28N	088-27.15E	(j) 06-55.11N	089-57.35E	(k) 06-55.01N	090-00.13E	(l) 06-36.80N	090-49.79E	(m) 06-18.01N	091-56.36E	(n) 06-00.85N	092-59.30E	(p) 06-04.28N	093-24.30E	(q) 06-22.49N	094-08.93E	(r) 06-31.12N	094-33.35E	(s) 06-31.24N	094-34.80E		
(a) 13-00.81N	080-17.59E	(b) 12-54.35N	080-29.29E																																	
(c) 12-49.32N	080-40.90E	(d) 12-48.82N	080-43.57E																																	
(e) 12-46.23N	080-50.79E	(f) 11-27.30N	083-25.00E																																	
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(s) 06-31.24N	094-34.80E																																			
<p><b>236. India West Coast – Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by naval coast battery</p> <table border="0"> <thead> <tr> <th>Date</th> <th>Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>07 Apr 15</td> <td>0900 to 1200</td> </tr> <tr> <td>10 Apr 15</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>14 Apr 15</td> <td>0900 to 1200</td> </tr> <tr> <td>17 Apr 15</td> <td>0900 to 1200</td> </tr> <tr> <td>21 Apr 15</td> <td>0900 to 1200</td> </tr> <tr> <td>24 Apr 15</td> <td>0900 to 1200</td> </tr> <tr> <td>28 Apr 15</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> </tbody> </table> <p>2. Firing area bounded by</p> <table border="0"> <tr> <td>(a) 09-57.5N</td> <td>075-59.5E</td> <td>(b) 09-57.7N</td> <td>076-14.2E</td> </tr> <tr> <td>(c) 09-44.0N</td> <td>076-17.5E</td> <td>(d) 09-42.5N</td> <td>076-09.5E</td> </tr> </table> <p>3. Safe flying Ht 10000 M.</p> <p>4. Cancel this MSG 281530 UTC Apr 15.</p>	Date	Time (UTC)	07 Apr 15	0900 to 1200	10 Apr 15	0900 to 1200 and 1230 to 1430	14 Apr 15	0900 to 1200	17 Apr 15	0900 to 1200	21 Apr 15	0900 to 1200	24 Apr 15	0900 to 1200	28 Apr 15	0900 to 1200 and 1230 to 1430	(a) 09-57.5N	075-59.5E	(b) 09-57.7N	076-14.2E	(c) 09-44.0N	076-17.5E	(d) 09-42.5N	076-09.5E												
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**SECTION – VI**  
**CORRECTIONS TO SAILING DIRECTIONS (PILOTS)**

**Bay of Bengal Pilot (INP-2)**

**Chapter -9 (Page – 318)**

*Article 9.37,*

*Insert new para after para 2,*

3 **A light** (white GI trestle tower, 12 m in height)  
(07°00'.94N, 93°56'.02E) lies at Koltapalm.

*(Source: DLL, Port Blair)*

*(07/15)*













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

**INP 31(1), 2014**

*(Last correction: Edition No. 24 dated 15 Dec 2014)*

NIL

**INP 31(2), 2014**

*(Last correction: Edition No. 05 dated 01 Mar 2015)*

NIL

**INP 31(5), 2011**

*(Last correction: Edition No. 22 dated 16 Nov 2014)*

NIL

**INP 31(6), 2012**

*(Last correction: Edition No. 06 dated 16 Mar 2015)*

NIL

## **SECTION – IX** **REPORTING OF NAVIGATIONAL DANGERS**

### **Appeal to all Mariners**

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

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



**FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR**

**Email: [indsar@vsnl.net](mailto:indsar@vsnl.net)**

**NATION WIDE SAR TELE: 1554 (LAND LINE)**

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

**AFTN: VABBYXYC**