

# INDIAN NOTICES TO MARINERS



EDITION NO. 12 DATED 16 JUN 2015

(CONTAINS NOTICES 101 TO 109)

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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 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 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 edition Indian Chart that is available for mariners in the market is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
<b>3001 (INT 7402)</b>	<b>15-04-2015</b>	<b>APPROACHES TO CHENNAI</b> <b>Limits</b> <b>12° 59'.40N; 80° 15'.00E.</b> <b>13° 26'.00N; 80° 32'.80E.</b>	<b>50,000</b>	<b>5</b>	<b>Rs. 1870.00</b>

2. The Indian Chart permanently withdrawn is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart/ Edition</i>	<i>Date of Publication</i>
<b>3001 (INT 7402)</b>	<b>15-12-2014</b>	<b>APPROACHES TO CHENNAI</b>	<b>3001 (INT 7402)</b>	<b>15-04-2015</b>

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>2008</b>	<b>APPROACHES TO KARWAR</b>	<b>25,000</b>	<b>New Chart</b>
<b>2037</b>	<b>VALINOKKAM ANCHORAGE; VAPPALODAI ANCHORAGE</b>	<b>30,000</b>	<b>New Chart</b>
<b>2102</b>	<b>BHAVNAGAR PORT</b>	<b>20,000</b>	<b>New Chart</b>
<b>2524</b>	<b>PORT OF ZANZIBAR</b>	<b>20,000</b>	<b>New Chart</b>
<b>3005</b>	<b>GOPALPUR PORT</b>	<b>30,000</b>	<b>New Chart</b>
	<b>MACHILIPATNAM ANCHORAGE</b>	<b>35,000</b>	
<b>4205</b>	<b>REVELLO AND BERESFORD CHANNELS</b>	<b>50,000</b>	<b>New Chart</b>

4. The new Indian Publication that is available for mariners in the market is as follows:-

<i>Title of Publication</i>	<i>Edition</i>
<b>Indian List of Lights – Volume F &amp; K</b>	<b>2015</b>

## VI

### Availability of ENCs.

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

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: -data@ecc.no 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>



**SECTION – I**

The list of charts affected by the Notices 101 to 109 contained in this edition is as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
289	1	107
321	7	103
371	7	103
2042	3	109(T)
2043	3	109(T)
2046	3	101, 109(T)
2088	1	106
2097	1	106
2514 (INT 7739)	1	108
2519	1	104
3019	7	103
3022	7	103
4182	6	102
8004	1	105, 107



## SECTION – II

### PERMANENT NOTICES

**\*101/(12/15) INDIA – WEST COAST – Vengurla Anchorage – Buoy. Light Beacon. Towers.**

Source: IH 102, INS Sutlej.

**Chart 2046** [previous update 201/14]

Insert	 Oc.R.6m	15° 49′.45N., 73° 38′.27E.
	 Kurlavadi	
	 Oc.R.6m	15° 49′.32N., 73° 38′.33E.
	 Girapvadi	
	 Oc.R.6m	15° 52′.35N., 73° 36′.47E.
	 Vaingani	

**\*102/(12/14) INDIA – Andaman Sea – Nicobar Island – Campbell Bay & Anderson Bay – Jetty.**

Source: IH 102, INS Nirupak.

**Chart 4182** [previous update NC 15 Dec 14]

Insert	jetty, single firm line, joining:	06° 50′.55N., 93° 53′.65E.
		06° 50′.57N., 93° 53′.68E.
		06° 50′.59N., 93° 53′.73E.
		06° 50′.61N., 93° 53′.77E.
		06° 50′.63N., 93° 53′.79E.

**\*103/(12/15) BAY OF BENGAL – BURMA – Sittwe Harbour – Shoal. Wrecks.**

Source: IH 102, INS Darshak.

**Chart 371** [previous update 088/12]

Insert	 8 <sub>1</sub>	20° 11′.45N., 92° 37′.18E.
Delete		20° 07′.80N., 92° 54′.70E.
	 PA	20° 10′.00N., 92° 33′.00E.

**Chart 321** [previous update 062/15]

Insert	 8 <sub>1</sub>	20° 11′.45N., 92° 37′.18E.
Delete		20° 07′.80N., 92° 54′.62E.
		20° 08′.04N., 92° 54′.20E.
	 PA	20° 10′.00N., 92° 33′.00E.

**Chart 3022** [previous update 092/15]

Insert	 8 <sub>1</sub>	20° 11′.45N., 92° 37′.18E.
Delete		20° 07′.80N., 92° 54′.70E.
		20° 08′.04N., 92° 54′.20E.
	 PA	20° 10′.00N., 92° 33′.00E.

**Chart 3019** [previous update 092/15]

Delete		20° 07′.80N., 92° 54′.65E.
		20° 08′.02N., 92° 54′.14E.



**\*104/(12/15) INDIAN OCEAN – KENYA – Kiwaiyu Bay – Shoal.**

Source: NHO Dehradun.

**Chart 2519** [previous update 167/14]Insert  02° 02'·49S., 41° 15'·77E.**105/(12/15) IRAN OMAN AND UNITED ARAB EMIRATES – Jask To Dubayy and Jazireh – Ye Qeshm – Wreck.**

Source: BA Notice – 1593/15.

**Chart 8004** [previous update 193/14]Insert  25° 58'·10N., 55° 58'·74E.**106/(12/15) ARABIA – GULF OF OMAN – Musqat to Mina Al Fahl – Wreck.**

Source: BA Notice 1628/15.

**Chart 2088** [previous update 096/15]Substitute  for  PA 23° 39'·00N., 58° 34'·00E.**Chart 2097** [previous update 096/15]Substitute  for  PA 23° 39'·00N., 58° 34'·00E.**107/(00/15) IRAN OMAN AND UNITED ARAB EMIRATES – Jask To Dubayy and Jazireh – Ye Qeshm – Submarine pipe line. Platform.**

Source: BA Notice 1638/15.

**Chart 289** [previous update 095/15]Insert  (a) 25° 37'·10N., 55° 12'·40E.Submarine pipe line  joining  (a) above

(b) 25° 34'·70N., 55° 22'·80E.

25° 34'·40N., 55° 23'·30E.

25° 27'·10N., 55° 28'·50E.

Legend Gas(see note), along:

(a)-(b) above

Delete  Well, close N of:

(a) above

**Chart 8004** [previous update 105/15]Insert  (a) 25° 37'·00N., 55° 12'·34E.Submarine pipe line  joining  (a) above

(b) 25° 34'·60N., 55° 22'·74E.

25° 34'·30N., 55° 23'·24E.

25° 27'·00N., 55° 28'·44E.

Legend Gas(see note), along:

(a)-(b) above

Delete  Well, close N of:

(a) above

**\*108/(12/15) Miscellaneous updates to charts**

Source: NHO Dehradun.		
Chart	Previous Update	Details
2514 (INT 7739)	093/15	Amend reference INM 093/(11/15): For: accompanying note, “Marine Reserve”, centered on: 20° 07'·70N., 57° 31'·90E. Read as: accompanying note, “Marine Reserve”, centered on: 20° 07'·70S., 57° 31'·90E.

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

**\*109(T)/(12/15) INDIA – WEST COAST – Vengurla Anchorage – Buoy.**

Source: IH 102, INS Sutlej.

1. A unlit buoy, painted red in colour, with no top- mark, intended for oceanographic use laid in position 15° 50′.95N., 73° 37′.18E.
2. Mariners are advised to navigate with caution in the area.

**Chart Affected – 2043 – 2042 – 2046.**



## **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@martincn.com">charts-tj@martincn.com</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: <a href="http://www.globalcharts.com.sg">www.globalcharts.com.sg</a>	EW Liner Charts & Publication (India) 2/524 Sundeep Road, Chinna Neelangerai, 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 – Ucchayya, 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: <a href="http://www.jeppesen.com">www.jeppesen.com</a>
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: <a href="http://www.gmiindia.in">www.gmiindia.in</a>
Lift O Marine Allen's Mansion, C6 Nungi Station Road, Kolkata – 700140 Mob: +91 9836972027 / 8902228463 Email: <a href="mailto:sankar@liftomarine.org">sankar@liftomarine.org</a> / <a href="mailto:liftomarine77@gmail.com">liftomarine77@gmail.com</a> Web: <a href="http://www.liftomarine.org">www.liftomarine.org</a>	M/s L. R. Marine Services 301, 3rd Floor, Biryra 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 Elems Charts, Door No: 61-4-45-A/4, Prakash Nagar Malkapuram Visakhapatnam - 530 011 Mob: +91 9133871827 Email: sales@elemscharts.in Web: <a href="http://www.elemscharts.in">www.elemscharts.in</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: somnath.marthi@iictechnologies.com Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a>
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, <a href="mailto:zubin@aatash.com">zubin@aatash.com</a>	

## 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 Jun 15:

<b>2014 SERIES</b>	–	233	241	398	405	415	438	586	614	654	676									
<b>2015 SERIES</b>	–	124	154	161	178	206	247	261	287	288	298	309	334	366	382	385	386	395	397	404
		406	407	408	410	413	415	417	419	420	421	423	425	426	428	429	430	431		

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

<b>397. India West Coast – Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by Naval Coast Battery scheduled on Date Time (UTC) 05 Jun 15 0900 TO 1200 09 Jun 15 0900 TO 1200 AND 1230 TO 1430 12 Jun 15 0900 TO 1200 16 Jun 15 0900 TO 1200 19 Jun 15 0900 TO 1200 23 Jun 15 0900 TO 1200 26 Jun 15 0900 TO 1200 AND 1230 TO 1430 30 Jun 15 0900 TO 1200 2. Firing area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09- 44.0N 076-17.5E, 09-42.5N 076-09.5E. 3. Safe flying Ht 10000 M. 4. Cancel this MSG 301300 UTC Jun 15.
<b>398. Cancel NAVAREA VIII 357/15. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 011002Z UTC Jun 15 ABAN II 16-39.14N 082-22.72E ACTINIA 16-14.51N 082-09.64E DDKG-2 16-32.85N 082-32.41E PLATINUM EXPLORER 16-21.40N 082-22.40E GSF-140 17-01.63N 082-22.02E NEW NOBLE DUCHESS 16-17.39N 082-10.29E SAGAR VIJAY 16-15.30N 082-10.67E SAGAR RATNA 16-22.73N 082-01.39E 2. Wide berth requested.
<b>399. Cancel NAVAREA VIII 377/15 and this MSG.</b>
<b>400. Cancel NAVAREA VIII 439/14. India West Coast – Gulf of Khambhat.</b> Charts 21 210 254 292 INT 705. Following reported in Narmada channel (a) Buoy 2 unlit. (b) Buoy 6 lit and laid in position 20-52.76N 072-06.35E.
<b>401. Cancel NAVAREA viii 342/15. India West Coast – Gulf of Kachchh.</b> Charts 21 203 2068 INT 705. Salaya channel buoy Gurur reported missing. 2. Caution advised.
<b>402. Cancel NAVAREA VIII 394. India West Coast.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list correct at 021001 UTC Jun 15 ABAN ICE 18-45.02N 071-55.42E ABAN III 19-22.07N 071-26.07E ABAN IV 19-34.43N 071-21.89E BADRINATH 19-28.06N 071-53.40E CE THORNTON 21-03.00N 072-23.00E DISCOVERY-1 19-12.50N 072-02.24E DYNAMIC VISION 18-39.23N 070-58.86E DEEP SEA FORTUNE 19-40.14N 072-00.34E DEEP SEA FOSSIL 18-41.47N 072-20.88E FG MC CLINTOCK 19-13.43N 071-28.72E GREAT DRILLER CHAAYA 18-32.68N 072-13.98E GREATDRILL CHETNA 21-37.38N 068-26.55E

<b>402. Continued.</b>		
GREATDRILL CHITRA	19-19.55N	072-00.81E
GREATDRILL CHAARU	18-40.04N	072-19.95E
HARVEY H WARD	19-32.84N	071-22.80E
JINDAL STAR	18-36.20N	072-13.99E
JT ANGEL	20-20.29N	071-27.51E
KEDARNATH	19-34.12N	071-46.90E
MERCURY FOCUS	21-18.12N	072-31.64E
PARAGON L-786	18-31.16N	072-14.46E
PARAGON M 1161	19-17.55N	071-16.91E NEW
RON TAPMEYAR	19-16.42N	071-26.87E
SAGAR GAURAV	19-07.88N	070-58.50E
SAGAR SHAKTI	19-39.70N	071-04.71E
SAGAR JYOTI	19-25.14N	071-15.83E
SAGAR KIRAN	18-44.50N	072-19.63E
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	18-30.06N	072-15.95E
TRIDENT II	18-29.41N	072-14.73E
TRIDENT XII	18-45.23N	072-18.00E
VICTORY DRILLER	19-19.76N	071-15.43E NEW
VIRTUE-I	18-58.44N	071-37.44E
VALIANT DRILLER	19-19.46N	071-14.10E NEW
2.	Wide berth requested.	
<b>403. Cancel NAVAREA VIII 374 and this MSG.</b>		
<b>404. Cancel NAVAREA VIII 401. India West Coast – Gulf of Kachchh.</b> Charts 21 203 2068 INT 705. Salaya channel buoy Gurur laid in position 22-35.35N 068-57.91E and lit.		
<b>405. India West Coast – Gulf of Khambhat.</b> Charts 21 209 210 254 292 INT 705. Firing practice by CG aircraft scheduled from 0430 to 0830 UTC on 04 and 06 Jun 15 in area bounded by 20-18.5N 072-02.5E, 20-18.5N 072-15.0E, 20-09.5N 072-12.0E, 20-09.5N 072-00.0E.		
2.	Safe flying Ht 1600 m.	
3.	Cancel this MSG 060930 UTC Jun.	
<b>406. India West Coast – Mangalore.</b> Charts 22 272 2002 2052 INT 71. Old Mangalore port closed for monsoon till 16 Sep 15. Spherical buoy at port entrance withdrawn.		
2.	Cancel this MSG 161830 UTC Sep 15.	
<b>407. Cancel NAVAREA VIII 402. India West Coast.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list correct at 031002 UTC Jun 15		
ABAN ICE	18-45.02N	071-55.42E
ABAN III	19-22.07N	071-26.07E
ABAN IV	19-34.43N	071-21.89E
BADRINATH	19-28.06N	071-53.40E
CE THORNTON	21-03.00N	072-23.00E
DISCOVERY-1	19-12.50N	072-02.24E
DYNAMIC VISION	18-39.23N	070-58.86E
DEEP SEA FORTUNE	19-40.14N	072-00.34E
DEEP SEA FOSSIL	18-41.47N	072-20.88E
FG MC CLINTOCK	19-13.43N	071-28.72E
GREAT DRILLER CHAAYA	18-32.68N	072-13.98E
GREATDRILL CHETNA	21-37.38N	068-26.55E
GREATDRILL CHITRA	19-21.10N	071-47.20E NEW
GREATDRILL CHAARU	18-40.04N	072-19.95E
HARVEY H WARD	19-32.84N	071-22.80E
JINDAL STAR	18-36.20N	072-13.99E
JT ANGEL	20-20.29N	071-27.51E
KEDARNATH	19-34.12N	071-46.90E
MERCURY FOCUS	21-18.12N	072-31.64E
PARAGON L-786	18-31.16N	072-14.46E
PARAGON M 1161	19-17.55N	071-16.91E
RON TAPMEYAR	19-16.42N	071-26.87E
SAGAR GAURAV	19-07.88N	070-58.50E
SAGAR SHAKTI	19-39.70N	071-04.71E
SAGAR JYOTI	19-25.14N	071-15.83E
SAGAR KIRAN	18-44.50N	072-19.63E
SAGAR LAXMI	20-58.00N	071-33.00E
SAGAR PRAGATI	20-58.00N	071-33.00E
SAGAR UDAY	18-36.16N	071-01.64E



<b>407. Continued.</b>		
SUNDOWNER VII	18-30.06N	072-15.95E
TRIDENT II	18-29.41N	072-14.73E
TRIDENT XII	18-45.23N	072-18.00E
VICTORY DRILLER	19-19.76N	071-15.43E
VIRTUE-I	18-58.44N	071-37.44E
VALIANT DRILLER	19-19.46N	071-14.10E
2.	Wide berth requested.	
<b>408. Cancel NAVAREA VIII 400. India West Coast – Gulf of Khambhat.</b>	Charts 21 210 254 292 INT 705. Narmada channel buoy 2 and 3 unlit.	
<b>409. Cancel NAVAREA VIII 111 311/14 381/15 and this MSG.</b>	098(T) 089 091 in INTM 11/15 refers.	
<b>410. Indian Ocean – NE Part.</b>	Charts INT 71 INT 707. Capsized hull of vessel Dayi reported in position 02-58.6N 091-19.7E.	
2.	Caution advised.	
<b>411. Cancel NAVAREA VIII 398. India East Coast – Bay of Bengal.</b>	Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 051002Z UTC Jun 15	
ABAN II	16-39.14N	082-22.72E
ACTINIA	16-14.51N	082-09.64E
DDKG-2	16-32.85N	082-32.41E
PLATINUM EXPLORER	16-21.40N	082-22.40E
GSF-140	16-20.01N	082-19.01E NEW
NOBLE DUCHESS	16-17.39N	082-10.29E
SAGAR VIJAY	16-15.30N	082-10.67E
SAGAR RATNA	16-22.73N	082-01.39E
2.	Wide berth requested.	
<b>412. NAVAREA VIII Warnings in force as on 05 Jun 2015</b>		
<b>2014 Series</b>	– 211 233 241 336 398 405 415 438 586 614 654 676	
<b>2015 Series</b>	– 099 122 124 154 160 161 178 206 247 261 287 288 298 309 316 334 359 366 369 382 385 386 390 391 395 397 404 405 406 407 408 410 411	
(a)	NAVAREA VIII warnings less than 42 days old (309/15 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> .	
2.	Cancel this MSG 121003 UTC Jun 15.	
<b>413. India East Coast – Visakhapatnam.</b>	Charts 32 308 354 INT 71 INT 706. Dolphin nose DGPS off air.	
<b>414. Indian Ocean – NE Part.</b>	Charts INT 71. MV CGG Alize progressing seismic survey from 06-12 Jun 15 in area bounded by 12-38S 087-02E, 11-43S 087-51E, 12-31S 088-41E, 13-26S 087-52E.	
2.	Vessel towing 04 cable of 05 NM length.	
3.	Wide berth of 07 NM requested.	
4.	Cancel this MSG 121900 UTC Jun 15.	
<b>415. Andaman Sea – Little Nicobar.</b>	Charts 33 41 409 472 INT 706 INT 71. Pulo millow Lt ALOL 1223.6 not working.	
<b>416. Cancel NAVAREA VIII 414 and this MSG.</b>		
<b>417. Indian West Coast – Arabian and Lakshadweep Sea.</b>	Charts 22 32 222 260 261 INT 71. Ile de Batz will lay cables from 10 - 13 Jun 15 along route 07-40.91N 075-26.57E, 06-20.03N 077-03.42E, 05-57.23N 077-52.64E, 05-51.94N 078-03.73E and from 13 -15 Jun 15 in area bounded by 05-52.09N 077-58.31E, 05-56.04N 078-00.94E, 05-50.80N 078-10.07E, 05-47.20N 078-07.49E	
2.	Wide berth of 01 nm around vessel requested	
<b>418. Cancel NAVAREA VIII 122 160 359 369/15 and this MSG.</b>		
<b>419. India East Coast – Balasore.</b>	Charts 31 351 352 3017 INT 71 INT 706. Experimental flight trial scheduled from ITR on 16 Jun 15 from 0600-0800 UTC and 0900-1100 UTC, 17 Jun 15 from 0700-1100 UTC, 18 Jun 15 from 0830-1100 UTC in area bounded by 21-29.94N 086-49.08E, 20-44.46N 087-04.38E, 21-07.08N 087-27.12E, 21-29.94N 086-49.08E.	
2.	No over flight and shipping permitted in danger area.	
3.	Cancel this MSG 181200 UTC Jun 15.	
<b>420. India West Coast – off Trivandrum.</b>	Charts 22 32 222 260 INT 71 INT 706. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 17 Jun 15 from 0530-0730 UTC.	
2.	Danger zones (a) Sector of radius 05 NM from Thumba between azimuth 190 and 300. (b) Sector of radii 45 and 75 NM from Thumba between azimuth 220 and 260.	
3.	No over flight and shipping permitted in danger zone.	
4.	Cancel this MSG 170830 UTC Jun 15.	

<b>421. Cancel NAVAREA VIII 411. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 101003z UTC Jun15																								
<table> <tr> <td>ABAN II</td> <td>16-39.14N</td> <td>082-22.72E</td> </tr> <tr> <td>ACTINIA</td> <td>16-14.51N</td> <td>082-09.64E</td> </tr> <tr> <td>DDKG-2</td> <td>16-32.85N</td> <td>082-32.41E</td> </tr> <tr> <td>PLATINUM EXPLORER</td> <td>16-19.70N</td> <td>082-28.90E NEW</td> </tr> <tr> <td>GSF-140</td> <td>16-20.01N</td> <td>082-19.01E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-17.39N</td> <td>082-10.29E</td> </tr> <tr> <td>SAGAR VIJAY</td> <td>16-15.30N</td> <td>082-10.67E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-22.73N</td> <td>082-01.39E</td> </tr> </table>	ABAN II	16-39.14N	082-22.72E	ACTINIA	16-14.51N	082-09.64E	DDKG-2	16-32.85N	082-32.41E	PLATINUM EXPLORER	16-19.70N	082-28.90E NEW	GSF-140	16-20.01N	082-19.01E	NOBLE DUCHESS	16-17.39N	082-10.29E	SAGAR VIJAY	16-15.30N	082-10.67E	SAGAR RATNA	16-22.73N	082-01.39E
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PLATINUM EXPLORER	16-19.70N	082-28.90E NEW																						
GSF-140	16-20.01N	082-19.01E																						
NOBLE DUCHESS	16-17.39N	082-10.29E																						
SAGAR VIJAY	16-15.30N	082-10.67E																						
SAGAR RATNA	16-22.73N	082-01.39E																						
2. Wide berth requested.																								
<b>422. Cancel NAVAREA VIII 211/14 390/15 and this MSG.</b>																								
<b>423. North Indian Ocean – Charts INT 70 INT 71. SLFV Tissa with 04 crew reported missing since 07 Jun 15 in vicinity of 06-30S 066-40E.</b>																								
<b>424. Cancel NAVAREA VIII 336/14 and this MSG.</b>																								
<b>425. Indian Ocean – SW Part.</b> Charts INT 70. Capsized catamaran reported adrift on 05 Jun in area bounded by Lat 26-45S to 29-00S, long 060-45E to 063-15E.																								
2. Report sighting to MRCC Cape Town.																								
<b>426. Cancel NAVAREA VIII 391. India West Coast – off Mumbai.</b> Charts 21 210 211 254 292 INT 71. WG Magellan and Vespucci progressing seismic survey till 20 Jun in area bounded by 18-58.00N 072-34.13E, 19-22.75N 072-36.73E, 19-44.38N 072-36.75E, 19-52.12N 072-24.30E, 19-52.11N 071-48.41E, 18-58.00N 071-48.46E.																								
2. Vessels towing 08 cables of 3.6 NM with yellow tail buoy with Fl Lt.																								
3. Wide berth of 05 NM astern and 02 NM ahead/ abeam requested.																								
4. Cancel this MSG 201930 UTC Jun 15.																								
<b>427. Cancel NAVAREA VIII 099 316 and this MSG.</b>																								
<b>428. NAVAREA VIII Warnings in Force as on 12 Jun 2015</b>																								
<b>2014 Series</b> – 233 241 398 405 415 438 586 614 654 676																								
<b>2015 Series</b> – 124 154 161 178 206 247 261 287 288 298 309 334 366 382 385 386 395 397 404 406 407 408 410 413 415 417 419 420 421 423 425 426 427																								
(a) NAVAREA VIII warnings less than 42 days old (334/15 onward) promulgated via SafetyNet.																								
(b) Text of NAVAREA VIII warnings in force including those which no longer broadcast available on <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a> .																								
2. Cancel this MSG 191003 UTC Jun 15.																								
<b>429. Arabian Sea – Gulf of Khambhat.</b> Charts 21 208 254 INT 71. MV Ever Glory reported loss of anchor with cable in position 21-40.2N 072 -25.4E.																								
<b>430. India West Coast – off Okha and Porbandar.</b> Charts 21 202 204 205 251 252 271 291 INT 71. Firing from Kathiawar air range scheduled daily from 22 Jun- 03 Jul 15 from 0230-0930 UTC in danger area bounded by 22-12.00N 068-36.33E, 21-15.50N 069-04.00E, 21-09.00N 069-40.00E, 21-15.50N 069-42.50E, 22-05.75N 068-49.00E.																								
2. No vessels permitted in danger area.																								
3. Cancel this MSG 031030 UTC Jul 15.																								
<b>431. India East Coast – off Balasore.</b> Charts 31 301 351 INT 71 INT 706. Experimental flight trial scheduled from ITR from 22-27 Jun and 29 Jun - 01 Jul 15 daily from 0430-0630 and 0830-1030 UTC in area bounded by 21-06.72N 086-54.36E, 21-05.04N 087-06.42E, 21-28.11N 088-05.13E, 21-45.57N 087-57.21E, 21-22.50N 086-58.52E, 21-13.70N 086-51.21E, 21-06.72N 086-54.36E.																								
2. No over flight and shipping permitted in danger area.																								
3. Cancel this MSG 011130 UTC Jul 15.																								

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

- NIL -



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

**INP 31(1), 2014**

*(Last correction: Edition No. 08 dated 16 Apr 2015)*

**NIL**

**INP 31(2), 2014**

*(Last correction: Edition No. 11 dated 01 Jun 2015)*

**NIL**

**INP 31(5), 2011**

*(Last correction: Edition No. 11 dated 01 Jun 2015)*

**NIL**

**INP 31(6), 2012**

*(Last correction: Edition No. 11 dated 01 Jun 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.

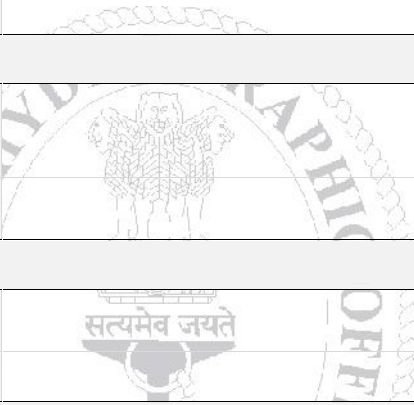



<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object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