



INDIAN NOTICES TO MARINERS



EDITION NO. 14 DATED 16 JUL 2017

(CONTAINS NOTICES 106 TO 112)

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(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)

FEEDBACK: msis-inho@navy.gov.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

1. The new edition Indian Electronic Navigational Charts that are available for mariners in the market are as follows:-

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

2. The new edition 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>
IN52046I	2046	REDI ANCHORAGE	11-07-2017
IN52046A	2046	VENGURLA ANCHORAGE	11-07-2017
IN52514A	2514	APPROACHES TO PORT LOUIS	13-07-2017
IN62514P	2514	PORT LOUIS	13-07-2017

3. 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>
IN52046I	2046	REDI ANCHORAGE	11-02-2014
IN52046A	2046	VENGURLA ANCHORAGE	11-02-2014
IN52522I	2522	APPROACHES TO ALDABRA ISLAND	24-08-2015
IN52514A	2514	APPROACHES TO PORT LOUIS	27-07-2016
IN62514P	2514	PORT LOUIS	27-07-2016

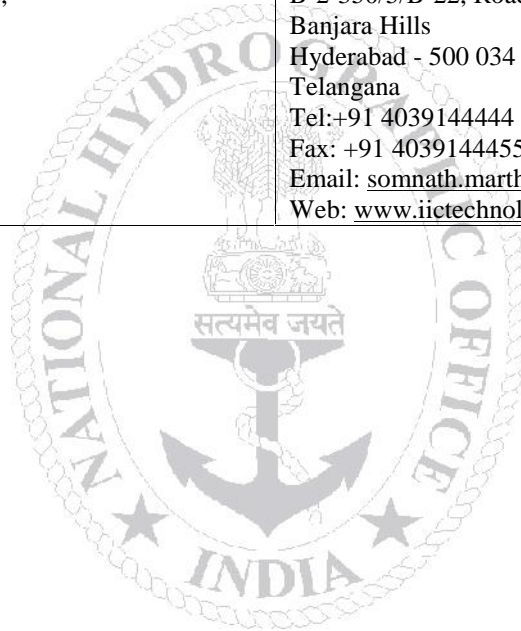
4. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
256 (INT 7340)	MURUD – JANJIRA HARBOUR TO MALVAN	3,00,000	New Edition
301	APPROACHES TO HUGLI RIVER	1,50,000	New Chart
2003	BADAGARA ANCHORAGE; KASARAGOD ANCHORAGE	25,000	New Chart
2033 (INT 7341)	SIKKA CREEK; SIKKA CHANNEL	12,500	New Edition
2046	VENGURLA ANCHORAGE; REDI ANCHORAGE	25,000	New Edition
2051 (INT 7333)	SALAYA HARBOUR	25,000	New Edition
2358	APPROACHES TO HANGARKATTA & MALPE	50,000	New Chart
2359 (INT 7350)	APPROACHES TO PORT OF NEW MANGALORE	50,000	New Chart
3006 (INT 7423)	HUGLI RIVER;		New Chart
	KUKRAHATI REACH TO ROYAPUR CROSSING	37,500	
	ROYAPUR CROSSING TO CALCUTTA DOCKS	37,500	
	CALCUTTA DOCKS	17,500	
3011 (INT 7421)	HUGLI RIVER – GASPER CHANNEL TO HALDIA	75,000	New Chart
4177	TILLANCHANG ISLAND	25,000	New Edition

Availability of ENC's

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

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



SECTION – I

The list of charts affected by the Notices 106 to 112 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
208	2	106
220	3	109
259 (INT 7356)	3	109
2027	2	107
2029 (INT 7358)	3	109
2039	2	106
2044	2	106
2124	2	108
3021	7	112
4019	7	110
8012	1	111



SECTION – II
PERMANENT NOTICES

***106/(14/17) INDIA – WEST COAST – Gulf of Khambhat (Cambay) – Southern portion – Shoal.**

Source: NHO, Dehradun.

Chart 2039 [previous update 072/17]

Insert	Legend, “ <i>Lesser Depth (see Note)</i> ”, centered on:	21° 30′.27N., 72° 20′.87E.
	accompanying note, “LESSER DEPTH”, centered on:	21° 48′.42N., 72° 21′.12E.

Chart 208 [previous update 072/17]

Insert	Legend, “ <i>Lesser Depth (see Note)</i> ”, centered on:	21° 30′.28N., 72° 20′.85E.
	accompanying note, “LESSER DEPTH”, centered on:	22° 09′.70N., 72° 14′.00E.

Chart 2044 [previous update 145/15]

Insert	Legend, “ <i>Lesser Depth (see Note)</i> ”, centered on:	21° 30′.27N., 72° 20′.88E.
	accompanying note, “LESSER DEPTH”, centered on:	21° 28′.70N., 71° 56′.50E.

***107 (14/17) INDIA – WEST COAST – Gulf of Kachchh – Rozi anchorage – Anchorage Area.**

Source: NHO, Dehradun.

Chart 2027 [previous update 195/16]

Delete	limit of anchorage area ,----- ⚓ -----, joining:	22° 42′.80N., 70° 02′.80E. 22° 43′.00N., 70° 02′.80E. (N Border)
Insert	limit of anchorage area ,----- ⚓ -----, joining:	22° 42′.80N., 70° 02′.80E. (N Border) 22° 42′.81., 70° 01′.54E. 22° 43′.00N., 70° 01′.77E. (Existing)

***108 (14/17) INDIA WEST COAST – Salaya Channel – Buoys.**

Source: NHO, Dehradun.

Chart 2124 [previous update 048/17]

Amend	Characteristics to <i>Fl.G.10s</i>	22° 24′.76N., 69° 34′.45E.
	Characteristics to <i>Fl.R.10s</i>	22° 24′.91N., 69° 34′.57E.

***109 (14/17) INDIA – WEST COAST – Approaches to Kochi – Wreck.**


Source: IH-102, INS Sarvekshak.

Chart 259 (INT 7356) [previous update 102/17]Delete  PA 10° 01′.03N., 75° 57′.77E.Insert  10° 01′.05N., 75° 57′.77E.**Chart 220** [previous update 102/17]Delete  PA 10° 00′.93N., 75° 57′.83E.Insert  10° 00′.95N., 75° 57′.83E.**Chart 2029 (INT 7358)** [previous update 102/17]Delete  PA 10° 01′.03N., 75° 57′.77E.Insert  10° 01′.05N., 75° 57′.77E.***110/(14/17) ANDAMAN SEA – BURMA – Gulf of Martaban – Rangoon River and Approaches – Buoys.**

Source: Myanmar Notice 19/2017.

Chart 4019 [previous update 062/17]Move  *Fl.G.2s* from: 16° 22′.32N., 96° 21′.93E.to:  *Intermediate* 16° 22′.11N., 96° 22′.08E.to:  *Fl.R.4s* from: 16° 22′.87N., 96° 21′.65E.to:  *Additional Lower Western* 16° 22′.67N., 96° 21′.90E..**111 (14/17) RED SEA – SAUDI ARABIA – Northern Approaches to Yanbu – Submarine Cable.**

Source: BA Notice 1368/17.

Chart 8012 [previous update 143/10]Insert submarine cable, , joining: 24° 04′.84N., 38° 01′.42E. (shore)

24° 04′.45N., 38° 01′.03E .

legend, “*Submarine Cable (see Note)*”, centered on: 24° 04′.62N., 38° 01′.42E .accompanying note, “*Submarine Cable*”, centered on: 24° 13′.05N., 38° 01′.23E .**112 (14/17) BANGLADESH – Approaches to Chittagong – Foul.**

Source: BA Notice 1377/17.

Chart 3021 [previous update 083/17]Insert **#** 22° 17′.18N., 91° 43′.65E.**Chart 3021 (Plan)** [previous update 083/17]Insert **#** 22° 17′.18N., 91° 43′.65E .

22° 18′.73N., 91° 49′.20E .

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

NIL



SECTION – IV

MARINE INFORMATION

1. **NAVTEX TRANSMISSION**

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

Mauritius (Cassis) - Operational

Seychelles (Mahe) - Temporarily Out of Operation

Following new Navtex stations along the Indian coast are operating on trial basis:-

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

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

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

3. **DISPLAY ANOMALIES IN ECDIS**

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

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

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

4. SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME

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

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

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

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

5. GAGAN SYSTEM COMMISSIONED FOR OPERATIONS

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

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

6. USAGE OF THURAYA/ IRRIDUM AND SATELLITE PHONE

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

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

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

7. CAUTIONARY NOTE

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

List of Indian Chart Agents

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

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

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

2. NAVAREA VIII Warnings in force as on 15 Jul 17:

2016 SERIES – 432 464 572 644 723

2017 SERIES – 016 119 189 305 323 345 366 375 381 387 394 414 427 442 453 455 468 478 480
481 485 486 488 489 490 491 493 494 496 497 498 499 500 501 502 503 504

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

480.	India West Coast – Kochi. Charts 22 220 260 2029 INT 71. Firing by Naval Coast Battery scheduled on:- DATE TIME (UTC) 04 JUL 17 0900-1200 07 JUL 0900-1200 and 1230-1430 11 JUL 0900-1200 14 JUL 0900-1200 18 JUL 0900-1200 21 JUL 0900-1200 and 1230-1430 25 JUL 0900-1200 28 JUL 0900-1200
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.	Cancel this MSG 281300 UTC Jul 17
481.	India East Coast – Karaikal Port. Charts 357 3033 INT 71. BUOYS 9, 10, 11, 12 shifted for dredging to 10-50.43N 079-52.79E, 10-50.28N 079-52.83E, 10-50.49N 079-51.93E, 10-50.28N 079-51.94E.
482.	India East Coast – Central Bay Of Bengal. Charts 31 32 391 INT 71. Firing by CG Aircraft scheduled DAILY from 08 - 14 Jul 17 from 0100 - 1330 UTC in danger area bounded within 13-30N TO 14-30N AND 082-00E TO 082-40E.
2.	Cancel this MSG 141430 UTC Jul 17.
483.	Cancel NAVAREA VIII MSG 464 and this MSG . INTM 102 refers.
484.	Andaman Sea – off Barren I . Charts 41 473 INT 71. Firing practice scheduled on 10 and 11 Jul 17 from 0430-0930 UTC in danger area bounded within 11-50N TO 12-00N AND 093-40E TO 094-20E.
2.	Cancel this MSG 111030 UTC Jul 17.
485.	Bay Of Bengal – off Dondra Head . Charts 264 INT 71 . Fishing trawler reported capsized 05-53.8N 081-10.1E on 04 Jul 17.
486.	NW Indian Ocean-off Kilifi . Charts 8008 INT 71 . MV Theresa Arctic reported grounded 03-39.25S 039-53.06E.
487.	NAVAREA VIII warnings in force as on 07 Jul 17. <u>2016 SERIES</u> - 432 464 572 644 685 723 <u>2017 SERIES</u> – 016 119 173 189 305 323 345 366 375 381 387 394 414 427 442 446 453 455 462 463 468 478 480 481 482 484 485 486 (A) NAVAREA VIII warnings less than 42 days promulgated via Safetynet. (B) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.gov.in .
2.	Cancel this MSG 141000 UTC Jul 17.
488.	India East Coast – off Kakinada. Charts 31 32 INT 71. Firing by Naval ships scheduled on 14, 15, 16 Jul 17 from 0730 – 1230 UTC in danger area bounded by 15-30N 083-24E, 16-14N 084-00E, 15-34N 084-46E, 15-08N 084-24E.
2.	Cancel this MSG 161330 UTC Jul 17.
489.	India East Coast – off Gopalpur. Charts 31 352 353 INT 71. Army air defence firing and BPTA flight scheduled on 14,17,18 Jul 17 from 0130-0730 and 0830-1430 UTC in area bounded by (A) 19-14.6N 084-53.7E (B) 19-07.39N 085-35.94E (C) 18-33.61N 084-53.74E and arc of 41 NM radius joining point B and C.
2.	Cancel this MSG 181530 UTC Jul 17.
490.	India West Coast .) Charts 251 254 255 292 INT 71. Rig list:- CE THORNTON 18-40.10N 072-13.56E DEEP SEA FORTUNE 18-33.63N 072-14.94E JINDAL STAR 18-32.28N 072-15.44E DEEP SEA FOSSIL 18-31.89N 072-16.74E

	ABAN III	18-16.38N 072-22.82E
	PARAGON L-786	18-47.21N 072-19.52E
	SAGAR SHAKTI	19-15.49N 072-08.23E
	GREAT DRILL CHITRA	19-20.25N 072-05.58E
	NOBLE ED HOLT	19-07.79N 071-59.93E
	DYNAMIC VISION	19-11.05N 072-11.21E
	VIVEKANANDA-1	19-15.64N 072-06.59E
	SAGAR JYOTI	19-21.09N 071-14.64E
	ABAN IV	19-21.95N 071-15.56E
	ABAN ICE	19-39.99N 071-35.74E
	PARAGON M 1161	19-27.56N 071-11.24E
	FG MCCLINTOCK	19-23.51N 071-21.62E
	VIVEKANANDA-2	19-27.59N 071-24.98E
	SAGAR KIRAN	19-38.05N 071-23.15E
	VIRTUE-I	19-19.47N 071-12.06E
	TRIDENT II	19-27.35N 071-17.94E
	SAGAR GAURAV	22-28.62N 068-26.28E NEW
	VALIANT DRILLER	19-39.80N 071-17.59E
	GREAT DRILL CHAARU	19-30.30N 070-50.96E
	ROWAN LOUISIANA	19-36.89N 071-53.38E
	PARAMESWARA	19-58.02N 071-32.13E
	ACTINIA	19-19.57N 071-01.61E NEW
	SAGAR UDAY	19-08.42N 070-53.87E
	GREAT DRILL CHAAYA	22-37.91N 068-27.04E
2.	Wide berth requested.	
3.	Cancel NAVAREA VIII MSG 463 .	
491.	INDIA EAST COAST . Charts 355 356 INT 706. Rig list:-	
	ABAN ABRAHAM	16-04.07N 081-49.05E
	ABAN II	15-22.52N 080-30.86E
	DS MATDRILL	16-21.37N 081-58.64E
	JACK BATES	16-05.54N 081-50.68E
	ESSAR WILDCAT	16-14.51N 082-09.64E
	SAGAR BHUSHAN	16-17.70N 082-11.23E
	SAGAR RATNA	15-14.63N 080-25.67E
	SAGAR VIJAY	16-28.32N 082-22.34E NEW
2.	Wide berth requested.	
3.	Cancel NAVAREA VIII MSG 462.	
492.	India East Coast – Bay Of Bengal. Charts 31 INT 71. SLFV Imalkal reported adrift 15-40N 086-30E at 081200 UTC Jul 17.	
2.	Cancel this MSG 111200 UTC Jul 17.	
493.	India East Coast – Pondicherry. Charts 3003 INT 71. Buoy 11-55.73N 079-52.35E missing.	
494.	Arabian Sea – off Jakhau . Charts 251 INT 71. MV Ocean Pride and Mariner progressing installation of structure and lidar 23-05.52N 068-24.36E.	
2.	Wide berth and caution advised.	
3.	Cancel this MSG 31 Dec 17.	
495.	Cancel NAVAREA VIII MSG 685/16 173 and this MSG.	
496.	NE Indian Ocean. Charts 264 INT 71. RV Sonne progressing seismic survey in area bounded by 05-49.2N 080-03E, 06-00N 082-00E, 11-00S 080-03E, 11-00S 082-00E. Vessel towing streamer of 3.3 km.	
2.	Wide berth requested.	
3.	Cancel this MSG 181830 UTC Aug 17.	
497.	India West Coast – Kochi. Charts 22 220 260 2029 INT 71. Firing by Naval coast battery scheduled on 15 Jul 17 from 0900-1200 UTC in danger area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44N 076-17.5E, 09-42.5N 076-09.5E.	
2.	Cancel this MSG 151300 UTC Jul 17.	
498.	Gulf Of Khambhat - off Bhavnagar. Charts 208 INT 71. Shallow depth reported 21-30.31N 072-20.84E.	
499.	North Indian Ocean . Charts 23 INT 71. SLFV Apekshana Vass reported adrift 04-24N 079-59E at 130300 UTC Jul 17.	
2.	Cancel this MSG 160300 UTC Jul 17.	
500.	India West Coast - off Trivandrum. Charts 22 222 260 INT 71. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 19 Jul 17 from 0530-0730 UTC.	
2.	Danger sector	
(A)	Radius of 05 NM from Thumba between azimuth 190 and 300.	
(B)	Radii of 45 and 75 NM from Thumba between azimuth 220 and 260.	

3.	Cancel this MSG 190830 UTC Jul 17.
501.	India East Coast- Vishakhapatnam. Charts 31 308 INT 71. Firing by Naval coast battery scheduled on 19 Jul 17 from 0030 - 0130 UTC in danger sector extending upto 17 NM between bearing 070 and 130 from 17-42N 083-18E.
2.	Cancel this MSG 190230 UTC Jul 17.
502.	NAVAREA VIII warnings in force as on 14 Jul 17. <u>2016 SERIES</u> - 432 464 572 644 723 <u>2017 SERIES</u> – 016 119 189 305 323 345 366 375 381 387 394 414 427 442 453 455 468 478 480 481 485 486 488 489 490 491 493 494 496 497 498 499 500 501 (A) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet. (B) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.gov.in .
2.	Cancel this MSG 211000 UTC Jul 17.
503.	India East Coast – off Ravva Oda. Charts 355 INT 71. GTV Samudra Sarvekshak progressing soil sampling in vicinity of 16-11.9N 081-44.7E, 16-11.2N 081-43.4E, 16-09N 081-46E, 16-04.7N 081-37.9E, 16-11.1N 081-37.1E, 16-12.9N 081-38E, 16-14.9N 081-40.2E, 16-13.4N 081-43.2E.
2.	Wide berth requested.
3.	Cancel this MSG 081830 UTC Aug 17.
504.	Andaman Sea - off Ko Surin I . Charts 41 431 INT 71. MV Oel Hind reported loss of life boat 09-38.5N 097-19E at 130745 UTC Jul 17. Boat last reported to be abandoned and partially submerged.
2.	Vessels transiting to exercise caution.

6.1

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6566	- Porto do Chinde. Inhamiara	18 31.32S 36 31.44 E	Fl W 5s	21	14	White square framework tower and hut 9	<i>fl 0.5</i> TE 2017 *
D6576	PORTO DE PEBANE - Ponta Matirre	17 16.56 S 38 10.99 E	Fl(2+1)W 12s	53	13	White metal framework tower, red bands 13	TE 2017 *
D7291	- Mole Sud	11 36.45 N 43 08.31 E	F G	..	..	Green beacon	*
D7291.5	-	11 36.49 N 43 08.24 E	F G	..	..	Green beacon	Destroyed(T) 2017 *
D7337.7	JAZIREH- YE QESHM - Qeshm.	26 58.14 N 56 16.22 E	Fl R 5s	..	7		*
D7337.8	JAZIREH- YE QESHM - Qeshm. SE Breakwater. Head	26 56.96 N 56 17.21 E	Fl R 5s	..	7		*
D7337.82	- - Inner Breakwater.Head	26 56.86 N 56 17.09 E	Fl G 5s	..	7		*
D7338	Remove from list; deleted						
D7338.2	Remove from list; deleted						
D7339	Remove from list; deleted						
D7454	RA'S TANAQIB. EAST APPROACHES. JAZIRAT AL ARABIYAH - Jazirat Al Arabiyah	27 46.64 N 50 10.46 E	2 Fl(2)W (vert) 6s	23	6	Red and white metal framework tower	<i>fl 1, ec 1, fl 1, ec 3</i> *
D7680.5	- South-eastwards	27 07.64 N 53 00.02 E	Fl(2)W 10s	..	12		*
D7681	Bandar e Shiu	27 04.77 N 53 08.65 E	Fl(2)W 10s	18	12	Red and white metal tower	*
D7681.5	Bandar e Moqam	26 58.27 N 53 28.27 E	Fl(2) W 10s	20	12		*
D7699.5	JAZIREH-YE-QESHM - Toreh-ye Khovorán	26 57.81 N 55 44.78 E	Fl(2)W 6s	..	3	⊗ On black beacon, red bands	*
D7707	BANDAR-E SHAHID RAJAI - LdgLts 284° . Front	27 05.71 N 56 02.42 E	Iso W 6s	24	18		*
D7707.1	- - Rear. 1.15M from front	27 05.98 N 56 01.20 E	Iso W 6s	44	18		*
D7707.5	Remove from list; deleted						
D7707.6	- East Harbour. NW Jetty	27 06.30 N 56 04.78 E	Fl R 5s	5	5	Red pile beacon	*
D7708.4	- E Inner Breakwater. Head	27 05.52 N 56 04.08 E	Fl(2)G 6s	5	7	Pile	*

7.2

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7708.5	- W Breakwater. Spur	27 05.27 N 56 03.86 E	FI(2)R 6s	5	7	Pile	
			*			*	
D7709.2	- W Breakwater. Head	27 07.72 N 56 12.13 E	FI R 5s	5	7	Red tower	
D7709.6	- Entrance. W side	27 08.25 N 56 12.17 E	FI R 5s	3	3	Red pile beacon	
					*		
D7709.7	- - E side	27 08.26 N 56 12.34 E	FI G 5s	3	3	Green pile beacon	
					*		
D7709.75	- Suru	27 09.06 N 56 14.09 E	FI(2)W 6s	..	3	g on black beacon, red band	Isolated danger mark
*	*	*	*	*	*	*	*
D7709.8	- Shahid Haghani	27 10.19 N 56 16.66 E	FI(2)W 6s	3	5	g On black beacon, red band	Isolated danger mark
			*			*	
D7709.86	- Approaches	27 07.10 N 56 18.52 E	FI(2)W 6s	..	5	Black g On black beacon, red band	Isolated danger mark
*	*	*	*	*	*	*	*
F1081	GULF OF MARTABAN. RANGOON RIVER						
	- Construction Platform.	16 12.70 N	Q R 1s	..	..	Concrete structure	
	Yangon River Approaches	96 16.70 E				27	
			*				
F1212.5	North Brother Island	10 59.20 N 92 40.03 E	FI(2)W 20s	14	10	White metal framework tower 12	<i>fl 0.5, ec 4.5, fl 0.5, ec 14.5</i>
							*
F1413.25	- Pertamina Port EP Asset 1 Lirik	00 44.87 N 101 50.78 E	FI Y 4s	9	6	Yellow x on beacon 7	<i>fl 1</i>
*	*	*	*	*	*	*	*
F1413.26	- Pertamina Port EP Asset 1 Lirik	00 44.87 N 101 50.81 E	FI Y 4s	9	6	Yellow x on beacon 7	<i>fl 1</i>
*	*	*	*	*	*	*	*
F1476.1	Pulau Perak	05 41.09 N 98 56.29 E	FI(2)W 10s	128	16	White concrete tower, black bands	TE 2011
			*			*	
F1718.7	- Outer Shoal	01 15.02 N 103 51.81 E	FI G 5s	8	5	Green buoyant beacon with Δ topmark	
							*
F1736.5	Remove from list; deleted						
F1736.53	Remove from list; deleted						
F1736.55	Remove from list; deleted						
F1736.983	Remove from list; deleted - Replaced by light-buoy						
F1736.985	Remove from list; deleted - Replaced by light-buoy						
F1736.988	Remove from list; deleted - Replaced by light-buoy						
F1736.99	Remove from list; deleted						
F1736.995	Remove from list; deleted						

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

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

NIL

INP 31(2), 2014

(Last correction: Edition No. 13 dated 01Jul 2017)

PAGE 16, IRAN

Delete following entries

78490 Jazireh-ye Hengam Lt

78510 Jazireh-ye Larak Lt

78520 Hormozgan Terminal Lt.

(Source: BA 24/17)

(14/17)

INP 31(5), 2011

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

NIL

INP 31(6), 2012

(Last correction: Edition No. 12 dated 16 Jun 2017)

PAGE 121, MYANMAR(BURMA), below YANGON(RANGOON)

Insert entry,

KYAUK PHYU

19° 27'N 93° 34'E

UNCTAD LOCODE: MM KYP

Pilots

PROCEDURE: Pilot boards in position 19° 30'.00N 93° 20'.00E.

Port

NOTE:

The Port is currently under development (2017).

(Source: BA 24/17)

(14/17)

SECTION – IX
CORRECTIONS TO MISCELLANEOUS NAUTICAL PUBLICATIONS

Indian Notices to Mariners, Special Edition-2016

Special Notice No. 07(Page 59)

{Source: IHQMoD (Navy)}

Sub para (iii) Sri Lanka SRR

Delete entry and replace by,

(iii) **Sri Lanka SRR**. SAR operations are coordinated with Sri Lankan Navy. MRCC is located at Colombo.

Telephone : +94 11 2445368
Telefax : +94 11 2441454
Email : mrcccolombo@gmail.com
nhqdn@navy.lk
nhqdn@yahoo.com

(a) **Limits of the area for which the centre is responsible.**

10°00'N, 80°00'E
10°00'N, 82°00'E
06°00'N, 92°00'E
02°00'S, 92°00'E
02°00'S, 78°00'E
06°00'N, 78°00'E

SECTION – X **REPORTING OF NAVIGATIONAL DANGERS**

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

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

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

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

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

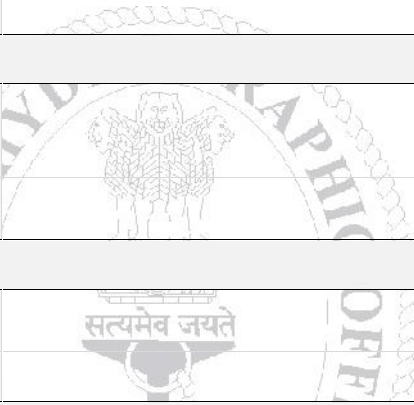
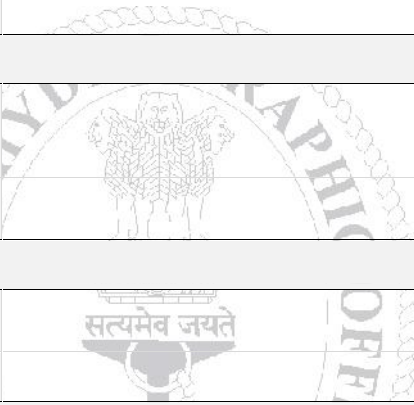
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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



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

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

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

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

To accompany Indian Notice to Mariners 106/17

Chart 2039

LESSER DEPTH

Lesser depths reported in the area. Mariners are advised to exercise caution.

To accompany Indian Notice to Mariners 106/17

Chart 208

LESSER DEPTH

Lesser depths reported in the area. Mariners are advised to exercise caution.

To accompany Indian Notice to Mariners 106/17

Chart 2044

LESSER DEPTH

Lesser depths reported in the area. Mariners are advised to exercise caution.

To accompany Indian Notice to Mariners 111/17

Chart 8012

SUMARINE CABLE

Mariners are advised not to anchor or trawl in the vicinity of submarine cable.



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

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