



INDIAN NOTICES TO MARINERS



EDITION NO. 15 DATED 01 AUG 2015

(CONTAINS NOTICES 130 TO 135)

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

FEEDBACK: msis-inho-navy@nic.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 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 forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2037	VALINOKKAM ANCHORAGE; VAPPALODAI ANCHORAGE	30,000	New Chart
2047	PLANS IN LAKSHADWEEP: KADMAT ISLAND	25,000	New Chart
	AMINI ISLAND	40,000	
	CHETLAND ISLAND	35,000	
	KALPITTI TO PARALI ISLAND	50,000	
2116	KORI CREEK	37,500	New Chart
2521	ALDABRA ISLAND	15,000	New Chart
4006 (INT 7449)	PORT BLAIR	15,000	New Chart

Availability of ENC's.

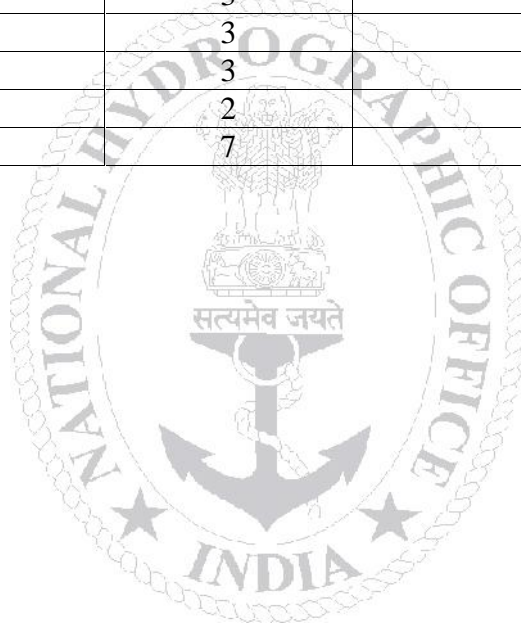
The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the world wide network of their agents and distributors. Updates are also made available as per the existing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

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Web site: www.ukho.gov.uk	M/s Jeppesen Norway AS Hovalandsveien 52 PO Box 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: enc@jeppesen.com , info@c-map.co.no Website: www.jeppesen.com
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: -data@ecc.no Website: - www.primar.org	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad- 500 034 Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com

SECTION – I

The list of charts affected by the Notices 130 to 135 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
208	2	130
213	3	131, 132
214	3	131, 132
254 (INT 7331)	2	130
257 (INT 7343)	3	132
293 (INT 7022)	3	132
351 (INT 7419)	5	133
360	7	133
436	7	134
2008	3	135 (T)
2010	3	135 (T)
2039	2	130
2042	3	131
2043	3	132
2046	3	132
2102	2	130
3018	7	133



SECTION – II

PERMANENT NOTICES

***130 (15/15) INDIA – WEST COAST – Bhavnagar Port – Foul.**

Source: VTS Khambhat.

Chart 254 (INT 7331) [previous update 123 /15]

Insert # 21° 42′·21N., 72° 20′·83E.

Chart 208 [previous update 112/15]

Insert # 21° 42′·21N., 72° 20′·83E..

Chart 2039 [previous update 112/15]

Insert # 21° 42′·20N., 72° 20′·85E.

Chart 2102 [previous update NC 15 May 15]

Insert # 21° 42′·24N., 72° 20′·82E.

***131 (15/15) INDIA – WEST COAST – Approaches to Malvan – Wreck.**

Source: IH – 102, INS Sutlej.


Chart 213 [previous update 201 /14]

Delete  15° 56′·10N., 73° 32′·35E.

Chart 214 [previous update 060/15]

Delete  15° 56′·10N., 73° 32′·35E.

Chart 2042 [previous update 125/15]

Delete  15° 56′·10N., 73° 32′·35E.

***132 (15/15) INDIA – WEST COAST – Redi Anchorage – Wreck.**

Source: IH – 102, INS Sutlej.

Chart 293 (INT 7022) [previous update 060/15]

Insert  Wk 15° 45′·90N., 73° 36′·90E.

Delete  PA 15° 46′·00N., 73° 37′·00E.

Chart 257 (INT 7343) [previous update 060/15]

Insert  Wk 15° 45′·84N., 73° 36′·94E.

Delete  PA 15° 45′·94N., 73° 37′·04E.

Chart 213 [previous update 131/15]

Insert  Wk 15° 45′·90N., 73° 36′·90E.

Delete  PA 15° 46′·00N., 73° 37′·00E.

Chart 214 [previous update 131/15]

Insert  Wk 15° 45′·90N., 73° 36′·90E.

Delete  PA 15° 46′·00N., 73° 37′·00E.

Chart 2043 [previous update 126/15]

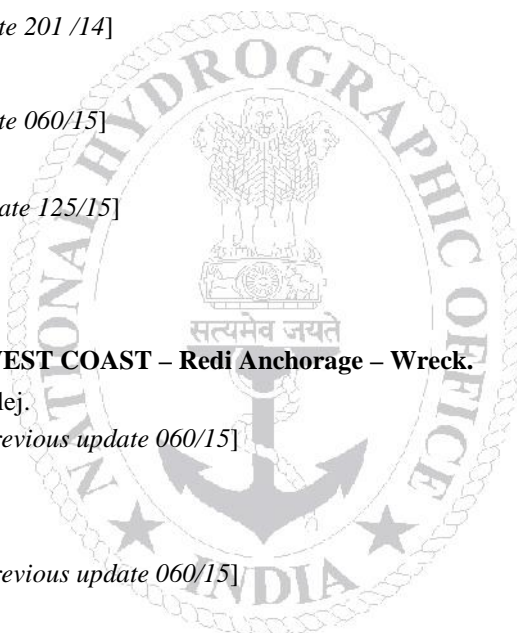
Insert  Wk 15° 45′·90N., 73° 36′·90E.

Delete  PA 15° 46′·00N., 73° 37′·00E.

Chart 2046 [previous update 126/15]

Insert  Wk 15° 45′·90N., 73° 36′·90E.

Delete  PA 15° 46′·00N., 73° 37′·00E.



133 (15/15) BANGLADESH – Approaches to Pussur River – Buoy.

Source: BA Notice – 2308/15.

Chart 351 (INT 7419) [previous update 070/15]

Insert



21° 38′.00N., 89° 29′.00E.

21° 40′.00N., 89° 30′.30E.



21° 38′.00N., 89° 30′.30E.

21° 40′.00N., 89° 31′.20E.

Chart 360 [previous update 119/15]

Insert



21° 37′.95N., 89° 29′.17E.

21° 39′.95N., 89° 30′.47E.



21° 37′.95N., 89° 30′.47E.

21° 39′.95N., 89° 31′.37E.

Chart 3018 [previous update 248 /11]

Insert



21° 38′.00N., 89° 29′.00E.

21° 40′.00N., 89° 30′.30E.



21° 38′.00N., 89° 30′.30E.

21° 40′.00N., 89° 31′.20E.

134 (15/15) MALACCA STRAIT MALAYSIA – West Coast – Pinang Island to Sembilan Islands – Obstruction.

Source: BA Notice – 1865/15.

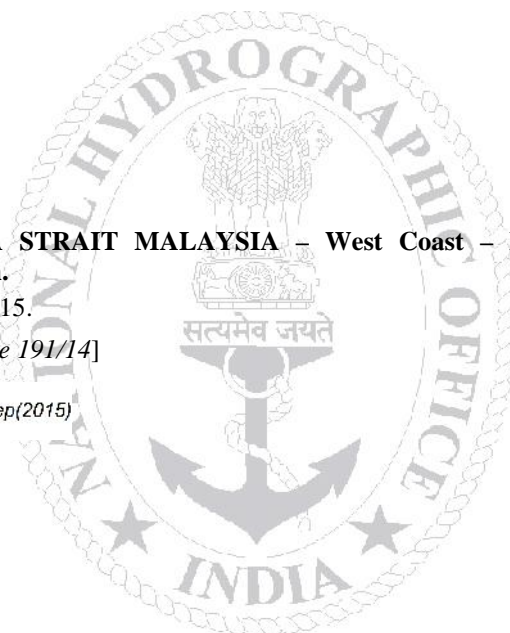
Chart 436 [previous update 191/14]

Insert



Obstn Rep(2015)

03° 57′.79N., 100° 06′.80E.



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***135(T) (15/15) INDIA – WEST COAST – Karwar – Buoy.**

Source: HQKNA.

1. Starboard hand buoy no. 7 in position 14° 45′.82N., 74° 07′.67E at Karwar Naval Harbour withdrawn for maintenance.
2. Mariners are advised to navigate with caution and contact local port authorities for more information.

Chart Affected – 2008 – 2010.



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, 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.

(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 (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.

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

List of Indian Chart Agents.

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg	EW Liner Charts & Publication (India) 2/524 Sundeep Road, Chinna Neelengarai, 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 st 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: www.jeppesen.com
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in, charts@mtnl.net.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +919937064299 Email: ashiskantha@gmiindia.in Web: www.gmiindia.in
Lift O Marine Allen's Mansion, C6 Nungi Station Road, Kolkata – 700140 Mob: +91 9836972027 / 8902228463 Email: sankar@liftomarine.org / liftomarine77@gmail.com Web: www.liftomarine.org	M/s L. R. Marine Services 301, 3rd Floor, Biry House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-6635 9148 Cell No: +91 8108926880/+91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com
M/s Engineering Logistics Executive Multi Services 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	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills, Hyderabad- 500 034 Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 015 Mob: +91 7926923982 Email: jyoti@aatash.com, zubin@aatash.com	

SECTION – V
NAVAREA – VIII WARNINGS IN FORCE

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

2. NAVAREA VIII Warnings in force as on 31 Jul 15:

2014 Series – 398 614 676

2015 Series – 124 178 206 287 288 298 334 386 395 406 407 408 438 439 445 450 470 478 484
486 496 498 507 514 519 522 527 530 532 533 534 536 538 539 540 541

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

<p>504. India East Coast – off Balasore. Charts 31 301 351 INT 71 INT 706. Experimental flight trial scheduled from ITR on 23, 24, 27, 28 Jul 15 daily from 0430-0830 UTC in zone bounded by 21-13.37N 086-47.15E, 20-54.31N 087-07.69E, 21-11.55N 087-26.05E, 21-30.62N 087-05.67E, 21-13.37N 086-47.25E. Height of danger zone 5 KM.</p> <p>2. No over flight and shipping permitted in danger zone on specified schedule.</p> <p>3. Cancel this MSG 280930 UTC Jul 15.</p>
<p>505. India West Coast – Okha. Charts 21 202 203 251 271 291 2013 2068 INT 71. Firing practice by Naval Coast Battery scheduled on 23 Jul 15 from 0530-0730 UTC.</p> <p>2. Danger area extending up to 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E. Safe flying ht 12800 m.</p> <p>4. Cancel this MSG 230830 UTC Jul 15.</p>
<p>506. Lakshadweep Sea – Gulf of Mannar. Charts 32 263 INT 71 706. MT AN Run 3 reported adrift due rudder failure on 160245 UTC Jul 15 in vicinity of 07-48.6N 078-59.7E.</p>
<p>507. Arabian Sea – Gulf of Kachchh. Charts 21 203 2068 INT 71 706. Chankh Tapu Lt (22-33N 069-25e) unlit.</p>
<p>508. India West Coast – SE of Cape Camorin. Charts 22 32 260 261 INT 71 706. Toppled fishing boat reported in vicinity of 07-44N 076-46E on 150245 UTC Jul 15.</p> <p>2. Cancel this MSG 191600 UTC Jul 15.</p>
<p>509. Cancel Navarea VIII</p> <p>(a) 161/15 247/15 309/15 and this MSG. INTM 127(T) 123 128(T) refers.</p> <p>(b) 504 506/15 and this MSG.</p>
<p>510. <u>NAVAREA VIII warnings in force as on 17 Jul 2015</u></p> <p><u>2014 Series</u> – 398 614 676</p> <p><u>2015 Series</u> - 124 178 206 287 288 298 334 386 395 406 407 408 423 438 439 445 450 458 459 470 478 484 486 496 498 500 501 502 505 507 508 509</p> <p>(a) NAVAREA VIII warning less than 42 days old promulgated via SafetyNet.</p> <p>(b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on www.hydrobharat.nic.in.</p> <p>2. Cancel this MSG 241002 UTC Jul 15.</p>
<p>511. Indian West Coast – Arabian and Lakshadweep Sea. Charts 22 211 292 INT 71. Ile de Batz will lay cables from 18 - 22 Jul 15 along route 19-04.39N 072-40.98E, 19-02.05N 072-35.69E, and 19-01.42N 072-31.09E.</p> <p>2. Wide berth of 01 NM around vessel requested.</p>
<p>512. India West Coast – Safety Fairway off Mumbai. Charts 22 292 255 INT 71. DSV Samudra Prabha progressing diving till 27 Jul 15 in vicinity 18-41.05N 072-32.35E.</p> <p>2. Wide berth of 1000 m from vessel requested.</p> <p>3. Cancel this MSG 280001 UTC Jul 15.</p>
<p>513. Cancel NAVAREA VIII 511/15. Indian West Coast – off Mumbai. Charts 22 255 292 INT 71. Ile de Batz progressing S/M cable installation till 25 Jul 15 along route 19-04.4N 072-41.0E, 19-02.1N 072-35.7E, 19-01.4N 072-31.1E.</p> <p>2. Wide berth of 01 NM around vessel requested.</p> <p>3. Cancel this MSG 251830 UTC Jul 15.</p>
<p>514. India West Coast – Gulf of Khambhat Narmada Channel. Charts 21 254 292 INT 705. Buoy 3 unlit and drifted to 22-45.08N 072-04.80E. Buoy 7 and 9 unlit.</p>
<p>515. India East Coast – off Nizampatnam. Charts 32 356 INT 706. Abandoned fishing boat fully burnt and submerged reported adrift 15-25N, 080-12E at 201130 UTC Jul 15.</p> <p>2. Cancel this MSG 260500 UTC Jul 15.</p>

<p>516. India East Coast – off Balasore. Charts 31 351 3017 INT 71 706. Experimental flight trial scheduled from ITR on 28, 29, 30, 31 Jul 15 from 0430-0830 UTC in zone bounded by 21-13.37N 086-47.25E, 20-54.31N 087-07.69E, 21-11.55N 087-26.05E, 21-30.62N 087-05.67E. Height of danger zone 5 KM.</p> <p>2. No over flight and shipping permitted in danger zone on specified schedule.</p> <p>3. Cancel this MSG 310930 UTC Jul 15.</p>																					
<p>517. Andaman Sea – off Car Nicobar. Charts 41 407 472 INT 71. Firing practice by IAF scheduled on 27 and 28 Jul 15 between 0330-0530, 0730-0930 UTC in area bounded by 09-09.3N 092-59.0E, 08-59.3N 092-59.0E, 09-09.3N 093-09.0E, 08-59.3n 093-09.0E.</p> <p>2. Safe flying ht 5000m.</p> <p>3. No vessel permitted in firing area.</p> <p>4. Cancel this MSG 281030 UTC Jul 15.</p>																					
<p>518. India East Coast – Chennai. Charts 32 313 356 357 INT 706. Firing practice by Naval Coast Battery scheduled on 31 Jul between 0530-0730 UTC 15.</p> <p>2. danger sector extending upto 11 nm between bearing 045 and 075 from 13-07.02n 080-18.01e</p> <p>3. Safe flying ht 12800 m.</p> <p>4. No vessel permitted in danger area.</p> <p>5. Cancel this MSG 310830 UTC Jul 15.</p>																					
<p>519. India West Coast – off Mumbai. Charts 22 255 INT 71. Red cylindrical buoy with white Fl Lt and radar reflector moored in position 19-01.82N 072-34.00E.</p> <p>2. Wide berth of 0.5 NM requested.</p>																					
<p>520. Indian West Coast – off Mumbai. Charts 22 255 292 INT 71. Ile de Batz will progress s/m cable installation using ROV from 25-31 Jul 15 along route 19-04.39N 072-40.98E, 19-03.68N 072-39.35E, 19-02.75N 072-37.27E, 19-02.05N 072-35.69E, 19-01.95N 072-34.95E, 19-01.02N 072-28.12E, 19-00.27N 072-26.13E, 19-01.14N 072-18.52E, 19-00.72N 072-14.71E.</p> <p>2. Wide berth of 01 NM around vessel requested.</p> <p>3. Cancel this MSG 311830 UTC Jul 15.</p>																					
<p>521. India West Coast – Porbandar. Charts 22 2040 INT 71. Porbandar DGPS will be off air from 231700 UTC Jul 15.</p>																					
<p>522. Indian West Coast – Mundra Port. Charts 203 2106 INT 71. Navinal Lt(22-44N 069-42E) unlit.</p>																					
<p>523. India West Coast – Mumbai. Charts 22 292 255 INT 71. DSV Samudra Prabha will progress diving 18-45.4N 072-40.2E on 27 Jul 15.</p> <p>2. Wide berth of 1000 m from vessel requested.</p> <p>3. Cancel this MSG 280001 UTC Jul 15.</p>																					
<p>524. <u>Navarea VIII warnings in force as on 24 Jul 2015</u></p> <p>2014 Series – 398 614 676</p> <p>2015 Series – 124 178 206 287 288 298 334 386 395 406 407 408 423 438 439 445 450 459 470 478 484 486 496 498 501 502 507 512 513 514 515 516 517 518 519 520 521 522 523</p> <p>(a) Navarea VIII warning less than 42 days old promulgated via SafetyNet.</p> <p>(b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on www.hydrobharat.nic.in.</p> <p>2. Cancel this MSG 311008 UTC Jul 15.</p>																					
<p>525. Bay of Bengal – East of Galle. Charts 23 264 INT 71. FVSL Nadil 03 reported adrift with 05 crew since 24 Jul15 in vicinity 05-56N 082-17E.</p> <p>2. Cancel this MSG 301000 UTC Jul 15.</p>																					
<p>526. North Indian Ocean. Charts 23 INT 71. FVSL Morning Star reported adrift with 06 crew since 25 Jul 15 in vicinity 01-49N 077-50E.</p> <p>2. cancel this msg 301000 utc jul 15</p>																					
<p>527. Arabian Sea – Bhavnagar. Charts 21 2039 INT 71. MV Kanchan reported loss of anchor with cable 21-42.24N 072 -20.82E.</p>																					
<p>528. Cancel NAVAREA VIII 502. India East Coast – Bay of Bengal. Charts 31 355 391 INT 706. Rig list correct at 271000 UTC Jul15</p> <table border="0"> <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>16-27.70N</td> <td>082-48.10E 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>PLATINUM EXPLORER</td> <td>16-27.70N</td> <td>082-27.00E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-22.73N</td> <td>082-01.39E</td> </tr> </table> <p>2. Wide berth requested.</p>	ABAN II	16-39.14N	082-22.72E	ACTINIA	16-14.51N	082-09.64E	DDKG-2	16-27.70N	082-48.10E NEW	GSF-140	16-20.01N	082-19.01E	NOBLE DUCHESS	16-17.39N	082-10.29E	PLATINUM EXPLORER	16-27.70N	082-27.00E	SAGAR RATNA	16-22.73N	082-01.39E
ABAN II	16-39.14N	082-22.72E																			
ACTINIA	16-14.51N	082-09.64E																			
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GSF-140	16-20.01N	082-19.01E																			
NOBLE DUCHESS	16-17.39N	082-10.29E																			
PLATINUM EXPLORER	16-27.70N	082-27.00E																			
SAGAR RATNA	16-22.73N	082-01.39E																			

529. Cancel NAVAREA VIII 423/14 and 521/15 and this MSG.																
530. Andaman Sea – off Car Nicobar. Charts 41 407 472 INT 71. Firing practice by IAF scheduled from 30 Jul to 01 Aug 15 between 0330-0530, 0730-0930 UTC in area bounded by 09-09.3N 092-59.0E, 08-59.3N 092-59.0E, 09-09.3N 093-09.0E, 08-59.3N 093-09.0E. 2. Safe flying ht 5000m. 3. No vessel permitted in firing area. 4. Cancel this MSG 011030 UTC Aug 15.																
531. India East Coast – off Gopalpur. Charts 31 352 353 391 3005 INT 706. 2. Army Air Defence Firing and BPTA flight scheduled from 022330-031730, 032330-041730, 042330-051730 and 192330-201730 UTC Jul 15. 3. Firing area bounded by (a) 19-14.60N 084-53.70E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 42 NM radius joining point (b) and (c). Safe flying ht 6100 m. 4. BPTA flight in area bounded by 19-17.67N 084-55.21E, 19-10.75N 084-47.38E, 18-56.03N 084-52.64E, 19-12.33N 085-14.92E. Safe flying ht 1525 m. 5. No over flight and vessel permitted in danger area. 6. Cancel this MSG 211830 UTC Jul 15.																
532. India West Coast – Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 71. Firing by Naval Coast Battery scheduled on <table border="1" data-bbox="284 763 917 1003"> <thead> <tr> <th><u>Date</u></th> <th><u>Time (UTC)</u></th> </tr> </thead> <tbody> <tr> <td>04 Aug 15</td> <td>0900 to 1200</td> </tr> <tr> <td>07 Aug 15</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>11 Aug 15</td> <td>0900 to 1200</td> </tr> <tr> <td>14 Aug 15</td> <td>0900 to 1200</td> </tr> <tr> <td>18 Aug 15</td> <td>0900 to 1200</td> </tr> <tr> <td>21 Aug 15</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>25 Aug 15</td> <td>0900 to 1200</td> </tr> </tbody> </table> 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. Safe flying ht 10000 m. 3. No vessel permitted in danger area. 4. Cancel this MSG 251300 UTC Aug 15.	<u>Date</u>	<u>Time (UTC)</u>	04 Aug 15	0900 to 1200	07 Aug 15	0900 to 1200 and 1230 to 1430	11 Aug 15	0900 to 1200	14 Aug 15	0900 to 1200	18 Aug 15	0900 to 1200	21 Aug 15	0900 to 1200 and 1230 to 1430	25 Aug 15	0900 to 1200
<u>Date</u>	<u>Time (UTC)</u>															
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07 Aug 15	0900 to 1200 and 1230 to 1430															
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14 Aug 15	0900 to 1200															
18 Aug 15	0900 to 1200															
21 Aug 15	0900 to 1200 and 1230 to 1430															
25 Aug 15	0900 to 1200															
533. Cancel NAVAREA VIII 531/15. India East Coast – off Gopalpur. Charts 31 352 353 391 3005 INT 706. 2. Army Air Defence Firing and BPTA flight scheduled from 022330-031730, 032330-041730, 042330-051730 and 192330-201730 UTC Aug 15. 3. Firing area bounded by (a) 19-14.60N 084-53.70E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 42 NM radius joining point (b) AND (c). Safe flying ht 6100 m. 4. BPTA flight in area bounded by 19-17.67N 084-55.21E, 19-10.75N 084-47.38E, 18-56.03N 084-52.64E, 19-12.33N 085-14.92E. Safe flying ht 1525 m. 5. No over flight and vessels permitted in danger area. 6. cancel this msg 201830 utc aug 15																
534. India West Coast – NW of Calicut. Charts 22 219. Capsized fishing boat with long fishing net adrift 11-33N 075-18E. 2. Cancel this MSG 011000 UTC Aug 15.																
535. Cancel NAVAREA VIII 525/15 and this MSG.																
536. India West Coast – Mumbai. Charts 21 211 INT 71. Cylindrical buoy of 04 m length adrift 19-05N 072-47.5E. 2. Cancel this MSG 021000 UTC Aug 15.																
537. Cancel NAVAREA VIII 516/15 and this MSG.																
538. India East Coast – off Tamil Nadu. Charts 32 3033 INT 71. Tug Ocean Melody towing unmanned MT Titan Vision from Karaikal port to Kattupalli from 30 Jul to 04 Aug 15. 2. Wide clearance requested. 3. Cancel this MSG 041830 UTC Aug 15.																
539. Indian West Coast – off Mumbai. Charts 21 211 255 INT 71(.) Ile de Batz will progress S/M cable installation using plough and ROV from 01-10 Aug 15 along route 19-04.39N 072-40.98E, 19-02.05N 072-35.69E, 19-01.42N 072-31.10E, 19-01.23N 072-29.70E, 19-00.73N 072-27.41E, 19-00.33N 072-26.44E, 19-01.14N 072-18.78E, 19-00.98N 072-17.76E, 19-01.22N 072-15.08E, 19-00.72N 072-14.72E, 18-59.80N 072-14.24E, 18-58.63N 072-13.65E, 18-57.96N 072-13.30E, 18-57.66N 072-13.15E 18-57.12N 072-12.88E, 18-55.59N 072-12.10E, 18-54-55N 072-11.56E, 18-54.28N 072-11.43E 2. Wide berth of 01 NM around vessel requested. 3. Cancel this MSG 101830 UTC Aug 15.																

540.	Cancel NAVAREA VIII 528. India East Coast – Bay of Bengal. Charts 31 355 391 INT 706. Rig list correct at 311000 UTC Jul15		
	ABAN II	16-39.14N	082-22.72E
	DDKG-2	16-27.70N	082-48.10E
	GSF-140	16-20.01N	082-19.01E
	NOBLE DUCHESS	16-17.39N	082-10.29E
	PLATINUM EXPLORER	16-27.70N	082-27.00E
	SAGAR RATNA	16-22.73N	082-01.39E
2.	Wide berth requested.		
541.	<u>NAVAREA VIII Warnings in Force as on 31 Jul 15</u>		
	<u>2014 Series</u> – 398 614 676		
	<u>2015 Series</u> – 124 178 206 287 288 298 334 386 395 406 407 408 438 439 445 450 470 478 484 486 496 498 507 514 519 522 527 528 530 532 533 534 536 538 539 540		
	(a) Navarea VIII warning less than 42 days old promulgated via SafetyNet.		
	(b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on www.hydrobharat.nic.in .		
2.	Cancel this MSG 071000 UTC Aug 15.		

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West coast of India Pilot (INP-1)
Chapter-4 (Page-166)
(Source: ROS G (N)-213, INS Nirdeshak)

Insert new article after article 4.205

Veppalodai Anchorage
General information

Charts 2037
4.205A

1 Position.

Veppalodai Anchorage (08°55' N, 78°16.8' E) is an open roadstead and offers some protection during fair weather season. The anchorage can be obtained about two miles SSE of Vilangu Shuli Island, in 9 m depth.

2 Topography

The coast in the area is low and sandy fringed with palm trees and small shrubs. Along the backshore lies vast expanse of salt pans. The Kariya Shuli, Vilangu Shuli and Koswari islands are low lying with small shrubs.

3 Berths/Anchorages

Small fishing jetty position (08°53.3' N, 78°10.5' E).

Good anchorage can be obtained 02 miles SSE of Vilangu Shuli Island in 9 m depth.

4 Depths

Many outlying shoals lie within 10 m contour. The Kariya Shuli, Vilangu Shuli and Koswari Islands are surrounded by coral reefs extending about 5-6 cables. It is recommended that vessels remain seaward of 10 m contour while passing Koswari Island. Smaller vessels with less than 3.5 m draught may pass between Kariya Shuli and Valinga Shuli during daytime. Seaward of 10 m contour lie Pearl Banks with numerous shoals with depth less than 10 m.

Chapter-4 (Page-166)
(Source:ROS G(N)-212,INS Jamuna)

Insert new article after article 4.205A

Valinokkam Anchorage
General information

Charts 2037
4.205B

1 Position

(09° 09.5' N, 78° 39.5' E)

2 Topography

The coast in the area is low and sandy fringed with palm trees and small bushes. The creek north of Valinokkam extends well inshore and has numerous salt pans in the vicinity.

3 Port Limits

The port limits are approximately as follows:

West boundary; from shore, a line drawn S along the longitude 78°38.4' E to 09°05.1' N
South boundary; a line joining positions (09° 05.1' N, 78° 38.4' E) and (09° 05.1' N, 78° 42.9' E).

East boundary; from shore, a line drawn S, along Long (78°42.9' E to 09° 5.1' N).

4 Port authority

The port is under the control of Assistant Director of Fisheries, Ramnathpuram. No major jetty or berthing place is available. There is no port office / port control tower.

5 Useful marks

Ruined beacon (6 m in height) (09°09'N, 78°39'E) standing on Valinokkam point.

Water tower (09°09.8'N, 78°38'.8E) NW of Valinokkam point.

Mobile tower (09°11.7'N, 78°43.2'E) near Chinna Ervadi

Stranded wreck (09°11.0'N, 78°38.8'E) 2 ½ miles NNW of Valinokkam point.

DGPS corrections from DGLL station, *Pandian Thivu* are constantly available off Valinokkam.

6 Anchorages

There are anchorages 2 ½ miles S and 2 miles of NE of Valinokkam Point.

7 Caution

A dangerous underwater rock lies 7 cables WSW of the anchorage

8 Directions

The anchorage South of Valinokkam point can be approached from SE between Pearl Banks and *Anaipar Island* keeping clear of 10 m contour.

Anchorage NE of Valinokkam point is recommended only for small crafts due to shallow depth between Valinokkam point and *Anaipar Island*. Anchorage affords good protection from sea, however caution is required during high winds and bad weather due to vicinity of land.

9 Depths

Many outlying shoals within 10 m contour. Seaward of 10 m contour lie Pearl Banks with least charted depths of 7.7 m.

Article 9.213 (Page-166)

Delete para 1

Chapter-9 (Page-290)

(Source: ROS A (D)-213, INS Jamuna)

Delete Article 9.213 and replace by,

Kori Creek

Chart 201, 2116

9.213

1 **General information.** Kori Creek (23° 30' N, 68° 20' E), now one of the outlets of the Rann of Kachchh, was once one of the mouths of the Indus River. The creek has shallow bar at the entrance, after which depth steadily increases. Small crafts can navigate the creek as far as Lakhpat, 28 miles inshore. An old jetty exists inside the creek at Koteswar.

2 **Caution.** The channel and banks are liable to constant changes. The shallow patch with least depth of 0.5 m exists close NW of the navigable channel. Dense fishing may be encountered in the area.

3 **Local knowledge** of the area is necessary before closing and entering Kori Creek.

4 **Description.** Kori Creek is about 05 mile wide at the entrance and several sand banks exist at the mouth. The clear passage into the creek leads NE thereafter NNE between off lying sandbanks on one side and low lying swamps on the other.

5 **Depths.** After crossing the bar, depth increases gradually as the creek goes inshore and further deepens up to 25 m in the channel. The navigable channel is about 1.5 NM wide, thence the width of the channel reduces to 01 NM and subsequently gets divided by sand banks. After division, the eastern arm is called Koteswar channel, which further leads to Koteswar jetty. Jetty at Koteswar is very old and not suitable for even small vessels due to strong current in the area.

6 **Tidal streams.** In the estuary of Kori Creek tidal streams are strong, attaining a rate of 5 kn at springs and 3 kn at neaps. The in-going stream sets up the channel of the creek until about 1½ hour before high water when it sweeps over the sandbanks in the entrance; the in-going stream also sets into the bay N of Kori Creek. The out-going stream sets SW and S.

7 **Approach aspect.** When a vessel is in depths of more than 5 m off Kori Creek (i.e. at the seaward mouth) the low land, being about 10 miles, is generally not seen except in the clearest weather when low hills may be visible. The coast is devoid of any useful mark/ habitation.

8 **Useful Mark.** Stranded wreck (23° 30'.1N, 68° 20'.3E).

9 Navigational Aids.

Koteswar Light, (23°40'.44N, 68°31'.64E) (White RCC tower black bands, 60 m in height), exhibits 8 cables S from Koteswar temple.



Koteswar Lighthouse
(Photo Courtesy: INS Jamuna)

Bay of Bengal Pilot (INP-2)
Chapter-2 (Page – 128), Inner Harbour
Northern Arm – West side table
(Source: Visakhapatnam Port Trust)

Article 2.147, para 3 insert after 'Oil Refinery Berth -2'

Quay Berths	Berth length(m)	Permissible Draft(m)	Beam(m)
West Quay-6	205	11.0	32.5

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. 14 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.

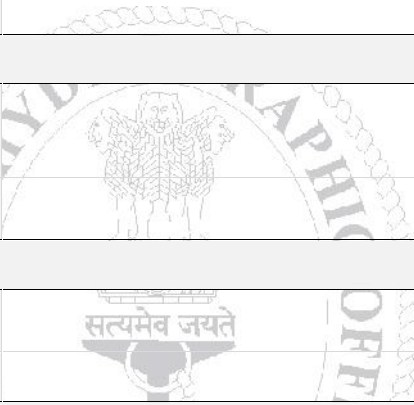
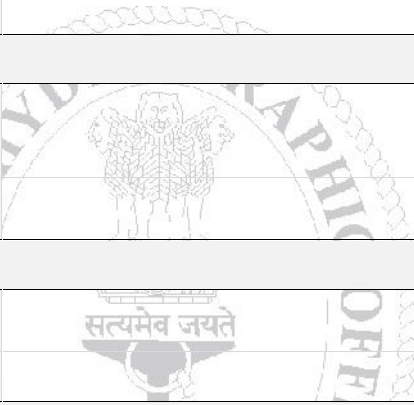
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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



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

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

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

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



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC