

INDIAN NOTICES TO MARINERS



EDITION NO. 06 DATED 16 MAR 2022

(CONTAINS NOTICES 074 TO 077)

REACH US 24 x 7



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

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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

All mariners are cautioned against the use of counterfeit copies of IN Charts and publications. Navigational Charts produced 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 difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).
- (b) Wherever these differences have been ascertained, their average values are published as a Cautionary Note on the chart concerned, as shifts in Latitude and Longitude. Whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.
- (c) These datum shift values are not uniform, particularly in areas off Andaman and Nicobar and Lakshadweep Islands, as these places are not linked to mainland network (Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of dangers.

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC_s AND PUBLICATION

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
-NIL-					

2. The new edition Indian Chart that is available for mariners in the market is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
3037	15-02-2022	DHAMRA PORT LIMIT 20° 45'.60N; 86° 56'.60E. 20° 52'.30N; 87° 01'.30E.	12,500	5	Rs. 1950.00

3. The Indian Chart that is permanently withdrawn is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart/ Edition</i>	<i>Date of Publication</i>
3037	31-12-2017	DHAMRA PORT	3037	15-02-2022

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
-NIL-			

5. 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>
IN42068G	2068	GULF OF KACHCHH DEEP WATER ROUTE	10-03-2022
IN63037D	3037	DHAMRA PORT	14-03-2022

6. 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>
IN42068G	2068	GULF OF KACHCHH DEEP WATER ROUTE	25-06-2020
IN63037D	3037	DHAMRA PORT	05-01-2018

VI

7. The forthcoming Indian Chart is as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
3038	APPROACHES TO DHAMRA PORT	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 worldwide 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>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>
<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>	



SECTION – I

The list of charts affected by the Notices 074 to 077 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	077 (T)
31 (INT 756)	5	077 (T)
32 (INT 754)	5	077 (T)
33 (INT 755)	5	077 (T)
202	2	076 (T)
203 (INT 7319)	2	075
210	3	076 (T)
211	3	076 (T)
251 (INT 7318)	2	076 (T)
253 (INT 7328)	2	076 (T)
254 (INT 7331)	3	076 (T)
255 (INT 7334)	3	076 (T)
256 (INT 7340)	3	076 (T)
271	2	076 (T)
291	2	077 (T)
292 (INT 7021)	2	076 (T)
293 (INT 7022)	3	076 (T)
315	5	077 (T)
316	5	077 (T)
358 (INT 7394)	5	077 (T)
2068	2	075
2079 (INT 7329)	2	075
2080	2	075
2100 (INT 7344)	2	074
2106	2	075
7071 (INT 71)	1	077 (T)
7073 (INT 73)	1	077 (T)
7702 (INT 702)	1	077 (T)
7703 (INT 703)	1	077 (T)
7706 (INT 706)	1	077 (T)
7707 (INT 707)	1	077 (T)

SECTION – II**PERMANENT NOTICES**

***074 (06/22) INDIA – WEST COAST – GULF OF KHAMBHAT – Approaches to port Pipavav – Accompanying Block.**

Source: NHO, Dehradun.

Chart 2100 (INT 7344) [previous update 069/22]

Insert accompanying block, centered on;

20° 54′.74N., 71° 30′.10E.

Chart 2100 (INT 7344) (Port Pipavav) [previous update 069/22]

Insert accompanying block, centered on;

20° 54′.74N., 71° 30′.12E.


***075 (06/22) INDIA – WEST COAST – GULF OF KACHCHH – Mundra Port – Light.**

Source: Adani Ports and SEZ Ltd.

Chart 203 (INT 7319) [previous update 036/22]

Insert  Oc.G.7s12m3M

22° 44′.23N., 69° 42′.26E.


 Oc.R.5s12m3M

22° 44′.18N., 69° 40′.49E.

Chart 2068 [previous update 164/21]

Insert  Oc.G.7s12m3M

22° 44′.23N., 69° 42′.26E.

 Oc.R.5s12m3M

22° 44′.18N., 69° 40′.49E.

Chart 2080 [previous update 036/22]

Insert  Oc.G.7s12m3M

22° 44′.23N., 69° 42′.26E.

Chart 2079 (INT 7329) [previous update 172/20]

Insert  Oc.G.7s12m3M

22° 44′.23N., 69° 42′.26E.

 Fl.G.5s15m3M

22° 44′.23N., 69° 42′.30E.

 Oc.R.5s12m3M

22° 44′.18N., 69° 40′.49E.

 Iso.R.4s15m3M

22° 44′.18N., 69° 40′.32E.

Chart 2106 [previous update 067/20]

Insert  Oc.G.7s12m3M

22° 44′.23N., 69° 42′.26E.

 Fl.G.5s15m3M

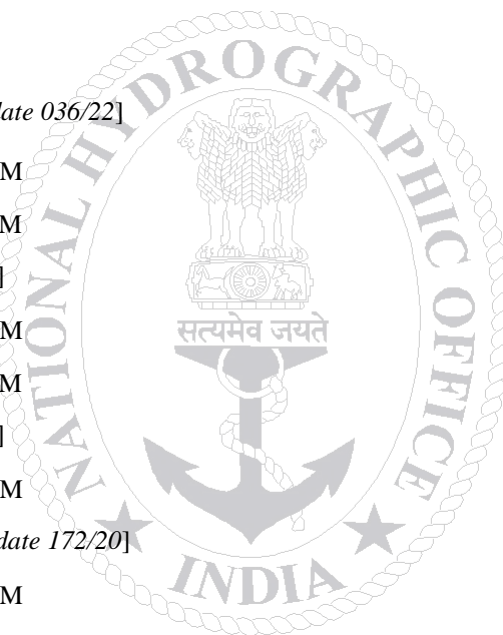
22° 44′.23N., 69° 42′.30E.

 Oc.R.5s12m3M

22° 44′.18N., 69° 40′.49E.

 Iso.R.4s15m3M

22° 44′.18N., 69° 40′.32E.



Section – III**TEMPORARY AND PRELIMINARY NOTICES**

*076 (T) (06/22)	INDIA – WEST COAST – Arabian Sea – Oil Rigs.
Source: NCD, Mumbai.	
1. List of Oil Rigs is as follows:-	
Rig Name	Position
Aban III	19° 24'.65N., 71° 13'.07E.
Aban IV	19° 25'.26N., 72° 16'.84E.
CE Thornton	21° 04'.45N., 72° 27'.55E.
Compact Driller	21° 01'.91N., 72° 33'.25E.
Discovery 1	18° 36'.10N., 71° 01'.60E.
DS Fossil	19° 14'.24N., 72° 06'.46E.
FG MC Clintok	18° 29'.41N., 72° 14'.73E.
Foresight Driller IX	19° 10'.61N., 70° 57'.65E.
Great Drill Chaaru	18° 46'.02N., 72° 17'.96E.
Great Drill Chetna	20° 21'.98N., 72° 15'.83E.
Great Drill Chaaya	19° 08'.75N., 72° 07'.01E.
Great Drill Chitra	19° 32'.04N., 71° 19'.16E.
Jindal Star	18° 01'.05N., 72° 22'.72E.
Jindal Supreme	18° 14'.76N., 72° 21'.87E.
JT Angel	19° 33'.08N., 71° 21'.27E.
Parameswara	19° 24'.05N., 71° 19'.05E.
Ron Tappmeyer	20° 08'.68N., 71° 44'.93E.
Sagar Vijay	19° 02'.30N., 71° 23'.71E.
Sagar Jyoti	19° 16'.06N., 71° 41'.91E.
Sagar Kiran	19° 00'.71N., 71° 23'.46E.
Sagar Ratna	19° 36'.83N., 71° 57'.82E.
Sagar Shakti	19° 14'.01N., 71° 48'.97E.
Sagar Udhay	19° 34'.31N., 72° 07'.68E.
Trident 2	20° 22'.14N., 72° 12'.64E.
Trident 12	18° 45'.23N., 72° 18'.00E.
Valiant Driller	19° 34'.71N., 71° 23'.15E.
Vivekananda 1	19° 11'.99N., 72° 11'.00E.
Vivekananda 2	20° 21'.56N., 72° 01'.43E.
Virtue 1	19° 26'.15N., 71° 18'.63E.
Victory Driller	19° 18'.85N., 71° 24'.94E.
2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the oil rigs.	
3. All positions referred to WGS 84 datum	
Charts Affected – 292 (INT 7021) – 293 (INT 7022) – 271 – 251 (INT 7318) – 253 (INT 7328) – 254 (INT 7331) – 255 (INT 7334) – 256 (INT 7340) – 210 – 211 – 202.	
Former INTM 072 (T)/22 is cancelled.	

***077 (T) (06/22) INDIAN OCEAN - NORTHERN PART - RAMA Buoys.**

Source: NOAA.

1. Following research moored array of African - Asian - Australian Monsoon analysis and prediction (RAMA) buoys laid in following positions:-

Buoy No./Name	Position
RA185A	15° 02'.30N., 089° 02'.80E
RA184A	00° 00'.00N., 089° 57'.60E
RA176A	00° 59'.10S., 100° 23'.00E
RA175A	01° 32'.90S., 080° 34'.00E
RA183A	07° 56'.50N., 067° 06'.80E
RA182A	04° 13'.40N., 066° 40'.90E
RA181A	08° 07'.70S., 110° 32'.90E
RA180A	00° 24'.20N., 067° 00'.40E
RA179A	01° 36'.70S., 066° 48'.80E
RA177A	04° 06'.20S., 057° 10'.80E
RA178A	09° 28'.30S., 051° 06'.90E
RT033	09° 46'.60N., 080° 16'.60E
RT030	00° 47'.80S., 083° 06'.70E
RT029	12° 34'.90S., 068° 50'.60E
RT028	11° 50'.30S., 080° 19'.00E
RT031	05° 09'.80S., 101° 37'.10E
RT036	08° 04'.90S., 067° 00'.80E
RT035	12° 10'.90S., 067° 14'.50E
RT032	25° 06'.80N., 062° 20'.00E

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.

3. All positions are in WGS 84 datum.

Charts Affected - 21 - 31 (INT 756) - 32 (INT 754) - 33 (INT 755) - 291 - 315 - 316- 358 (INT 7394) - 7071 (INT 71) - 7073 (INT 73) - 7702 (INT 702) - 7703 (INT 703) - 7706 (INT 706) - 7707 (INT 707).

4. *Former INTM 051(T)/22 is cancelled.*



SECTION – IV

MARINE INFORMATION

1. **NAVTEX TRANSMISSION**

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

Mauritius (Cassis)	- Operational
Seychelles (Mahe)	- Operational
Myanmar (Yangon, Myeik, Kyau Phyu)	- Operational

Following new NAVTEX stations along the Indian coast have commenced operations:-

INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz								
Sl.	Station Name	B1	Broad Cast Timings in UTC					
			0110	0510	0910	1310	1710	2110
(a)	Veraval	H	0110	0510	0910	1310	1710	2110
(b)	Vengurla 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 crews 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: - mrc-west@indiancoastguard.nic.in. 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 are published in the fortnightly Indian Notices to Mariners.

(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) **Traffic Separation Schemes (TSS):** The TSS is mandatory for all Indian and foreign flag ships and vessels entering and leaving.

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/ IRIDIUM AND SATELLITE PHONE**

(a) 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.

(b) 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).

(c) 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.

8. **ADVISORY FOR ALL VESSELS NAVIGATING INDIAN WATERS**

(a) All vessels navigating in Indian waters are cautioned to keep a sharp look-out for fishing vessels and small crafts, as there have been several incidents of collisions with such vessels in the past resulting in loss of innocent lives as well as damage to property.

(b) It is further cautioned that all vessels need to exercise extreme care while navigating during hours of darkness as such vessels are generally of primitive built (wood/fibre/etc) due to which it may not be detected on ship's radar, especially during adverse weather conditions. Also, such vessels may not be properly lit, or sometimes, only one vessel may be lit among multiple vessels in a cluster.

(c) The general areas of concern on the west coast of India are the areas of convergence and divergence of traffic, mainly between Mangalore to Kanyakumari (Cape Comorin). Further, in these areas, additional caution needs to be exercised and wide berth be given to all such vessels.

(d) All fishing vessels are also cautioned to avoid fishing in areas having high density traffic. All fishing vessels are also required to always maintain proper lookout by sight, hearing and by all available means and comply with all applicable provisions of Collision Regulations.

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 Instruments 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. SunderlalBahl 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>SMS Marine Private Ltd 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: info@c-map.co.in , raj.chakravorty@smsmap.com Web: www.smsmaps.co.in</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>M/s Global Marine Infratech Pvt. Ltd. SikshaSandan, Ground Floor, 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 JM Maritime Services 24/24C Kavarana Building, Ground Floor, WadiBunder, 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>L. R. Marine Services 301, 3rd Floor, Biryra House, 265, PerinNariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-66359148 Cell No: +91 8108926880/ +91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com</p>
<p>M/s Lift o Marine Allen's Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: sankar@liftmarine.org, liftmarine77@gmail.com Web: www.liftmarine.org</p>	<p>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@iictechnologies.com Web: www.iictechnologies.com</p>
<p>M/s Zenith Surveys (I) Pvt. Ltd. Lakhani'sPlam 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>	<p>M/s CNC Office No. S-12-92, Haware's Centurion Premises Coop. Soc. Ltd Plot no 88-91, Sector 19, NERUL, Navi Mumbai – 400706 Tel: +91 22 22660017/ +91 22 49747575 Cell No: +91 9920654848/ +91 7506097212 Email: sales@emariner.net</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 – 2020.

2. NAVAREA VIII Warnings in force as on 16 Mar 22: -

2021 SERIES - 017 147 286 340 387 392 447 463 478 479 480 544 550 604 629 633 658 690 728 756 759 761 771 775 795 800 833 843 846
2022 SERIES - 049 066 093 112 117 118 119 132 134 136 138 140 141 147 153 157 162 164 168 170 171 172 174 175 176 177 180 181

3. NAVAREA VIII Warnings issued during the period from 01 Mar 22 to 15 Mar 22 (both dates inclusive) are as tabulated below: –

<p>151. India West Coast - off Mormugao. Charts IN 22 214 215 256 257 293 INT 705. Firing scheduled on 04, 05 Mar 22 from 0200 to 0600 UTC and 0930 to 1230 UTC in danger area bounded by 14-15N 072-52E, 14-20N 071-52E, 15-30N 071-48E, 16-09N 072-44.5E, 15-17N 073-21E. Wide berth from area advised.</p> <p>2. Cancel this MSG 051330 UTC Mar 22.</p>
<p>152. Andaman Sea - off Cinque I. Charts IN 405 473 4030 INT 7440. Firing scheduled from 060030 to 060830 UTC Mar 22 in danger area bounded by 11-14N 092-46E, 11-10N 092-46E, 11-07N 092-32E, 11-15N 092-31E. Wide berth from area advised.</p> <p>2. Cancel this MSG 060930 UTC Mar 22.</p>
<p>153. India West Coast - Kochi. Charts IN 22 220 259 2004 2029 INT 7356. Firing scheduled on (A) 04, 11, 18, 25 Mar 22 from 0900 to 1200 UTC and 1230 to 1430 UTC (B) 07, 14, 21, 28 Mar 22 from 0900 to 1200 UTC in danger area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44N 076-17.5E, 09-43.65N 076-09.7E. Wide berth from area advised.</p> <p>2. Cancel this MSG 281300 UTC Mar 22.</p>
<p>154. India West Coast - Gulf of Kachchh. Charts IN 203 2068 INT 7319. Deep Water Route marking buoy PAGA reported adrift from 22-35.48N 069-14.5E on 01 Mar 22. Mariners to Exercise caution.</p>
<p>155. Indian Ocean - off Reunion. Charts IN 7070 7702 INT 702. Gunnery exercise scheduled on (A) 04 Mar 22 from 0900 to 1300 UTC (B) 05 Mar 22 from 0300 to 0800 UTC and 1100 to 1500 UTC in danger area bounded by 21-12S 054-57E, 21-26S 055-02.5E, 21-39S 054-33.5E, 21-19.5S 054-25.9E. Wide berth from area advised.</p> <p>2. Cancel this MSG 051600 UTC Mar 22.</p>
<p>156. Cancel NAVAREA VIII MSG 077/22, 113/22, 131/22, 143/22 and this MSG. INTM 069, 072(T) OF 05/22 refers.</p>
<p>157. India West Coast. Charts IN 21 255 292 INT 7334. Rig Move. DS FOSSIL (19-14.24N 072-06.46E). Refer to 072(T) OF INTM 05/22. Wide berth requested.</p>
<p>158. India West Coast - off Porbandar. Charts IN 21 204 252 271 292 INT 7325. IAF Firing from Kathiawar range scheduled from 09 to 15 Mar 22 from 0330 to 0530 UTC and 0730 TO 0930 UTC in danger area bounded by 22-12N 068-36.33E, 21-15.5N 069-04E, 21-09N 069-40E, 21-15.5N 069-42.5E, 22-05.75N 068-49E. Wide berth from area advised.</p> <p>2. Cancel THIS MSG 151030 UTC Mar 22.</p>
<p>159. NAVAREA VIII - Warnings in force as on 04 Mar 2022:- 2021 Series - 017 147 286 340 387 392 447 463 478 479 480 544 550 604 629 633 658 690 728 756 759 761 771 775 795 800 833 843 846 880 2022 Series - 049 059 066 082 093 112 117 118 119 132 134 136 138 139 140 141 145 147 149 150 151 152 153 154 155 157 158 (A) NAVAREA VIII Warnings less than 42 days promulgated via safetynet. (B) Text of NAVAREA VIII Warning inforce including those which no longer broadcast available in www.hydrobharat.gov.in 2. Cancel this MSG 111000 UTC Mar 22.</p>
<p>160. India West Coast - Gulf of Kachchh. Charts IN 203 2079 INT 7329. Deep Water route marking buoy Tilburn (22-37.2N 069-32E) retrieved for maintenance.</p>
<p>161. Indian Ocean - off Reunion. Charts IN 7070 7702 INT 702. Gunnery Exercise scheduled on (A) 07 Mar 22 from 1600 to 2000 UTC (B) 08 MAR 22 from 0900 to 1200 UTC in danger area bounded by 21-12S 054-57E, 21-26S 055-02.5E, 21-39S 054-33.5E, 21-19.5S 054-25.9E. Wide berth from area advised.</p> <p>2. Cancel this MSG 081300 UTC Mar 22.</p>

<p>162. Andaman Sea - Hut Bay. Charts IN 406 473 4151 INT 7443. Isolated Danger Mark Buoy (10-37.85N 092-34.53E) reported missing.</p>
<p>163. India West Coast - Okha. Charts IN 21 202 203 2068 INT 7319. Firing scheduled on 11 Mar 22 from 0530 to 0730 UTC in danger sector extending upto 12 NM within bearing 300 to 020 from 22-28.75N 069-04.05E. Wide berth from area advised. 2. Cancel this MSG 110830 UTC Mar 22.</p>
<p>164. India West Coast. Charts IN 21 255 292 INT 7334. Rig Move. Sagar Uday (19-34.31N 072-07.68E). Refer to 072(T) of INTM 05/22. Wide Berth requested.</p>
<p>165. India East Coast - off Sagar I. Charts IN 31 301 351 INT 7419. Firing by CG Aircraft scheduled on 10, 15 Mar 22 from 0430 to 1030 UTC in danger area bounded within 20-37N TO 20-52N and 088-30E to 089-00E. Wide berth from area advised 2. Cancel this MSG 151130 UTC Mar 22.</p>
<p>166. India East Coast - off Chennai. Charts IN 32 313 356 391 INT 7400. Firing by CG Aircraft scheduled on 11 Mar 22 from 0130 to 1130 UTC in danger area bounded within 12-49N to 12-59N and 080-46E TO 081-26E. Wide Berth from area advised. 2. Cancel this MSG 111230 UTC Mar 22.</p>
<p>167. Cancel NAVAREA VIII MSG 149/22, 160/22 and this MSG.</p>
<p>168. India West Coast - off Mumbai. Charts IN 21 211 255 292 2016 INT 7334. Albatross 5 progressing cable route survey in areas bounded by (A) 19-02.91N 072-40.84E, 19-02.22N 072-41.8E, 18-58.49N 072-40E, 18-57.15N 072-35.61E, 18-58.51N 072-35.15E, 18-59.62N 072-39.25E from 09 to 13 Mar 22 (B) 18-55.23N 072-29.3E, 18-54.15N 072-29.98E, 18-52.85N 072-27.69E, 18-53.94N 072-27E from 14 to 20 Mar 22. Length OF Tow 250 meters from stern. Wide berth requested. 2. Cancel this MSG 201830 UTC Mar 22.</p>
<p>169. Andaman Sea - off Barren I. Charts IN 41 473 INT 7031. Firing by CG Aircraft scheduled on 13, 14 Mar 22 from 0230 to 0730 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-10E. Wide Berth from area advised. 2. Cancel this MSG 140830 UTC Mar 22.</p>
<p>170. India West Coast. Charts IN 21 208 254 292 INT 7331. Rig Move. CE Thronton (21-04.45N 072-27.55E). Refer to 072(T) of INTM 05/22. Wide berth requested.</p>
<p>171. India West Coast - off Mormugao. Charts IN 22 215 257 293 294 7705 INT 705. Firing scheduled from 150230 to 161130 UTC Mar 22 in danger areas bounded by (A) 15-36N 071-50E, 14-39N 073-40E, 14-00N 074-00E, 13-30N 073-02E, 14-31N 071-24E (B) 17-23N 070-35E, 16-58N 071-25E, 16-24N 072-09E, 14-31N 071-24E, 16-15N 068-37E. Wide berth from area advised. 2. Cancel this MSG 161230 UTC Mar 22.</p>
<p>172. India East Coast - off Visakhapatnam. Charts IN 31 308 354 391 3002 INT 7409. Experimental Flight Trial scheduled on 15, 16, 17 Mar 22 from 0530 to 0930 UTC in danger area bounded by 17-40.4N 083-37.18E, 17-39.23N 083-38.38E, 17-38.08N 083-37.18E, 17-39.23N 083-35.98E. Wide berth from area advised. 2. Cancel this MSG 171030 UTC Mar 22.</p>
<p>173. India West Coast - Porbandar. Charts IN 204 252 2040 INT 7325. DGPS (21-37.33N 069-37.19E) Transmission will be switched off from 140330 to 151230 UTC Mar 22. 2. Cancel this MSG 151230 UTC Mar 22.</p>
<p>174. NAVAREA VIII - Warnings in force as on 11 Mar 2022:- 2021 Series - 017 147 286 340 387 392 447 463 478 479 480 544 550 604 629 633 658 690 728 756 759 761 771 775 795 800 833 843 846 880 2022 Series - 049 066 093 112 117 118 119 132 134 136 138 140 141 147 150 153 154 157 158 162 164 165 168 169 170 171 172 173 (A) NAVAREA VIII Warnings less than 42 days promulgated via safetynet (B) Text of NAVAREA VIII Warning inforce including those which no longer broadcast available in www.hydrobharat.gov.in 2. Cancel this MSG 171000 UTC Mar 22.</p>
<p>175. India West Coast - off Mormugao. Charts IN 22 215 257 293 294 7705 INT 705. Subsurface Firing scheduled from 160330 to 161530 UTC Mar 22 in danger area bounded within 14-30N to 15-00N and 072-30E to 073-00E. Wide berth from area advised. 2. Cancel this MSG 161630 UTC Mar 22.</p>
<p>176. Southern Indian Ocean. Charts IN 7070 7072 7073 INT 73. Space Debris predicted 230 NM on either side of centerline joining 27-24S 062-18E, 42-45S 083-17E, 51-50S 108-02E, 53-09S 120-05E, 53-27S 133-33E, 52-55S 142-50E, 50-18S 157-27E from 19 to 25 Mar 22 from 0226 to 0907 UTC. 2. Cancel this MSG 251007 UTC Mar 22.</p>
<p>177. India West Coast - off Mumbai. Charts IN 21 255 292 INT 7334. CS Maram will carry out cable repair from 15 to 21 Mar 22 in area bounded by 19-00.9N 071-06E, 19-00.33N 072-00.68E, 18-56.53N 072-01.17E, 18-55.52N 071-38.13E, 18-59.03N 071-38.03E, 18-58.83N 071-27.87E. Wide berth of 01 NM requested.</p>

177. Continued.
2. Cancel this MSG 211830 UTC Mar 22.
178. Cancel NAVAREA VIII MSG 880/21, 154/22 and this MSG.
179. India West Coast - Minicoy I. Charts IN 273 2006 INT 752. DGPS (08-16.16N 073-01.57E) Transmission Will Be Switched off On 15 Mar 22 From 0130 To 1130 UTC for maintenance.
2. Cancel this MSG 151130 UTC Mar 22.
180. India West Coast - Gulf of Khambhat. Charts IN 207 254 292 INT 7331. Buoy number 6 (20-52.41N 072-05.75E) retrieved for maintenance.
181. India West Coast - Gulf of Khambhat. Charts IN 207 254 292 INT 7331. Buoy number 9 (21-02.55N 072-09.26E) retrieved for maintenance.

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP-1)
Chapter - 4 (Page 181)

Article 4.132, para 2, delete and replace by:

2 Investigator Bank (8°32'.93 N, 73°15'.43 E), with a least depth of 202 m, lies 17 miles NE OF Minicoy Island.

Chapter - 9 (Page 364)

Article 9.120, para 1, Line 1, delete and replace by:

1 Sikka Ports and Terminals Limited operates one jetty with six berths

Article 9.120, para 2, delete and replace by:

2 **Function.** The Terminal handles crude and finished oil products to and from Jamnagar refinery.

(Page 365)

Article 9.121, para 1, line 2-3, delete and replace by:

marked by IALA region “A” buoyed channel. Buoys named TCA, TCB, TCC and TCD mark North turning circle off berth D and TCE, TCF and a North cardinal buoy mark South turning circle, off berth A2. Leading

Article 9.122, para 1, line 1-2, delete and replace by:

1 The Terminal has eleven berths in total, comprising of six alongside berths and five SPMs

Article 9.122, para 3, line 1, delete and replace by:

3 Six alongside berths (A1, A2, A, B, C and D) are

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteri stics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D7345.8	- RMC Beacon	25 58.02 N 56 02.84 E	FI W 3s	4	2	White beacon	..
		*	*			*	
D7363.353	--	24 31.03 N 54 24.00 E	FI Y 5s	Pylon	..
			*				
D7363.357	--	24 31.12 N 54 24.46 E	FI Y 4s	Pylon	Other Pylons exist to the East marked by lights
							*
	SIR BANI YAS. CRUISE JETTY						
D7371.155	- Ra's al Buwaytir	24 17.13 N 52 38.50 E	F Y	..	3	Pole 2	..
	*	*	*	*	*	*	*
D7734.35	- - - Rear	25 06.89 N 62 19.38 E	Oc G 3s	45	12		..
			*				
F1470	Pulau Langkawi. Tg Chinchin	06 26.27 N 99 38.73 E	FI(3)W 15s	11	10	..	TE 2013
		*					*
F1483	Kuala Muda	05 34.38 N 100 20.38 E	FI W 3s	9	10	White column on piles	..
							*
F1485	-	05 34.73 N 100 19.84 E	FI W 3s	10	8	Beacon	TE 2021
		*	*	*	*	*	*
F1830.55	Remove from list; deleted						





SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2019

(Last correction: Edition No. 24 dated 16 Dec 2021)

PAGE 48 & 49, COAST RADIO STATIONS, PAKISTAN, POLLUTION REPORTING

Delete entry and replace by:

POLLUTION REPORTING	
PAKISTAN MARITIME SECURITY AGENCY (PMSA), KARACHI	
 PMSA: +92 21 99214624 PMSA: +92 21 48508851 Ports and Shipping: +92 21 99206406 Ports and Shipping: +92 21 99204196 Hydrographer: +92 21 48506821 Hydrographer: +92 21 48506151	 PMSA: +92 21 99214625 Ports and Shipping: +92 21 99201100 Ports and Shipping: +92 21 99206407 Hydrographer: +92 21 99201623 Hydrographer: +92 21 35867737
Inmarsat C: 776158342 (PMSA)	Email: hqmsa@pmsa.org.pk (PMSA) hqmsa@cyber.net.pk (PMSA) dgpspk@gmail.com (Ports and Shipping) hydrogpk@paknavy.gov.pk (Hydrographer) hydrpk@gmail.com (Hydrographer) Website: www.hydrography.paknavy.gov.pk (Hydrographer)
<p>PROCEDURE: In pursuance of Pakistan merchant shipping ordinance 2001 and international conventions, the government of Pakistan has made rules through a notification and established a Pakistan ship reporting system (PASREPS) with immediate effect in order to regulate carriage of hazardous and dangerous substance in the ships for the purpose of control, prevention, reduction of marine pollution in the maritime zones of Pakistan.</p> <p>All ships/vessels irrespective of size or tonnage carrying dangerous and hazardous cargo while transiting Pakistan exclusive economic zone (EEZ) or intending to call on any Pakistani port shall report details of such cargo as per following format at least 24 hours prior to entering Pakistan EEZ or 48 hours prior to transiting territorial waters of Pakistan or entering any Pakistani port whichever is earlier.</p> <ol style="list-style-type: none"> 1. Name and type of ship. 2. Port of registry. 3. Position. 4. IMO Number. 5. Port of departure. 6. Next port of call. 7. Type of package e.g. steel drums, boxes. 8. Freight containers, Portable tanks etc. 9. UN Number(s). 10. Quantity, weight and destination. 11. Details of arms and ammunition being carried onboard. 12. Correct technical name of goods. 	
<p>CONTENT OF REPORT:</p> <p>The report of dangerous and hazardous cargo shall be made to the following on PASREPS:</p> <ol style="list-style-type: none"> 1. The Director General, Headquarter Pakistan Maritime Security Agency, Plot No. 34A, Dockyard Road, Karachi. 2. The Director General Ports & Shipping, Ministry of Maritime Affairs, 1st Floor KDLB Building, Karachi. 3. Hydrographer of the Pakistan Navy, Hydrographic Department, Naval Headquarters, 11 Liaquat Barracks, 75530 Pakistan, Karachi. 	
PORT LIMITS – OIL SPILLS	
 Karachi +92 21 99214530-41& 99214321 Port Qasim +92 21 99272162, 99272111-30 & 34730101-3 (ext 4151,4294,4295) Gwadar +92 86 9200408	 Karachi: +92 21 99214329 & 99214330 Port Qasim: +92 21 34730108 & 34730109 Gwadar: +92 86 9200405
	Email: secretary@pqa.gov.pk (Port Qasim) info@gwadarport.gov.pk (Gwadar) Website: www.kpt.gov.pk (Karachi) www.pqa.gov.pk (Port Qasim) www.gwadarport.gov.pk (Gwadar)
<p>The Authorities or Organisations responsible for emergencies relating to oil spills within Port limits are:</p> <ol style="list-style-type: none"> 1. Karachi Port Trust Deputy Conservator. 2. Port Qasim Authority Deputy Conservator. 3. Gwadar Port Authority 	

8.2

INP 31(2), 2019

(Last correction: Edition No. 01 dated 01 Jan 2022)

NIL

INP 31(5), 2017

(Last correction: Edition No. 24 dated 16 Dec 2021)

NIL

INP 31(6), 2018

(Last correction: Edition No. 03 dated 01 Feb 2022)

PAGE 48, KARIKAL (KARAIKAL), Pilots and Ports, Procedure section (3).

Delete and replace by:

(3) **Pilot boards** in the following positions:

(a) Sanmar Marine Terminal: 10°50'.90N 79°54'.00E

(b) Port: 10°50'.63N 79°57'.14E

SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

1. Mariners at sea whilst on passage, or whilst entering / leaving ports / Harbour 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 : msis-inho@navy.gov.in, 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 102A 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.

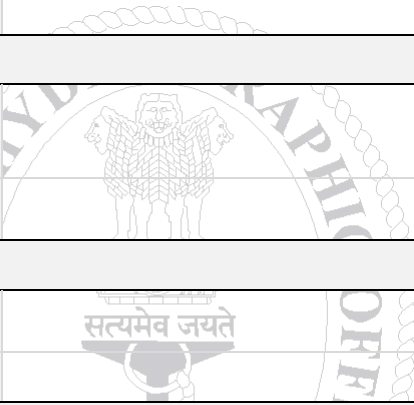
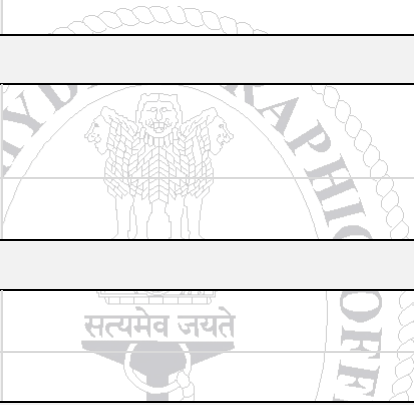
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further,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



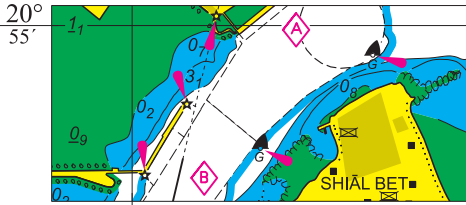
HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues					
Date		Ref. Number			
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date		Time (UTC/IST)			
Object of Changes 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 Notices to
Mariners No. 074/2022



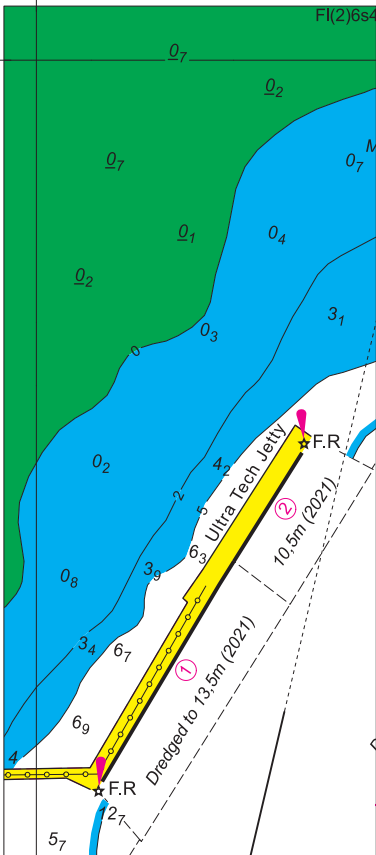
Block correction for chart No. 2100

71°30'

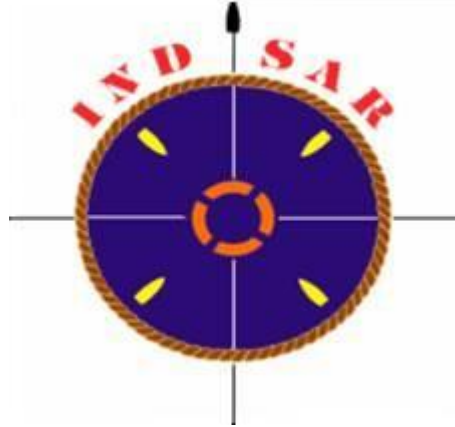
To accompany Indian Notices to Mariners No.074/2022

Fl(2)6s4

20°
55'



Block correction for chart No. 2100 (PLAN)



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

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