



# INDIAN NOTICES TO MARINERS

EDITION NO. 05 DATED 01 MAR 2013

(CONTAINS NOTICES 069 TO 074)



**REACH US 24 x 7**



incho-navy@nic.in  
msis-incho-navy@nic.in



+91-135-2748373



National Hydrographic Office  
107-A, Rajpur Road  
Dehradun – 248001  
INDIA



Joint Director of Hydrography  
Maritime Safety Information Services  
+91- 135 - 2747360-65



[www.hydrobharat.nic.in](http://www.hydrobharat.nic.in)

## CONTENTS

<u>Section No.</u>	<u>Title</u>
I	List of Charts Affected
II	Permanent Notices
III	Temporary and Preliminary Notices
IV	Marine Information
V	NAVAREA VIII Warnings in force
VI	Corrections to Sailing Directions
VII	Corrections to List of Lights
VIII	Corrections to List of Radio Signals
IX	Reporting of Navigational Dangers

(PUBLISHED ON NHO WEBSITE ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

**FEEDBACK:** [msis-incho-navy@nic.in](mailto:msis-incho-navy@nic.in)



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



© Govt. of India Copyright

No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.

## 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**



### III

## **EXPLANATORY NOTES**

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

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

## IV

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

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

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

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

**Use of Global Positioning System (WGS 84) positions.**

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

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

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

## **NEWLY PUBLISHED INDIAN CHARTS, ENCs AND PUBLICATION**

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
<b>2034</b> (INT 7349)	<b>31-01-2013</b>	<b>HAZIRA PORT</b> <u>Limits</u> 21° 03'.25N; 72° 34'.60E. 21° 08'.75N; 72° 38'.50E.	<b>10,000</b>	<b>2</b>	<b>Rs. 1870.00</b>
<b>2108</b>	<b>31-01-2013</b>	<b>ESSAR BULK TERMINAL</b> <u>Limits</u> 20° 59'.80N; 72° 37'.65E. 21° 06'.40N; 72° 42'.30E.	<b>12,500</b>	<b>2</b>	<b>Rs. 1870.00</b>
<b>2109</b>	<b>31-01-2013</b>	<b>TAPI RIVER</b> <u>Limits</u> 21° 03'.90N; 72° 39'.00E. 21° 10'.50N; 72° 43'.70E.	<b>12,500</b>	<b>2</b>	<b>Rs. 1870.00</b>

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
<b>2034</b>	<b>30-11-2006</b>	<b>HAZIRA PORT</b>	<b>2034</b>	<b>31-01-2013</b>

3. The new 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>Publication Date</i>
<b>IN52003O</b>	<b>2003</b>	<b>BEYPORE ANCHORAGE</b>	<b>14-02-2013</b>
<b>IN52030B</b>	<b>2030</b>	<b>SRIVARDHAN AND BANKOT ANCHORAGE</b>	<b>14-02-2013</b>
<b>IN62013T</b>	<b>2013 (INT 7324)</b>	<b>PORT OF OKHA</b>	<b>18-02-2013</b>
<b>IN42501A</b>	<b>2501</b>	<b>APPROACHES TO NORTH MALE ATOLL</b>	<b>25-02-2013</b>

## VI

4. 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>Publication Date</i>
IN3401PL.000	401	PREPARIS ISLAND TO LANDFALL ISLAND	18-02-2013
IN3402LS.000	402	LANDFALL ISLAND TO STEWART SOUND	18-02-2013
IN3403SE.000	403	STEWART SOUND TO ELPHINSTONE HARBOUR	18-02-2013
IN3404EP.000	404	ELPHINSTONE HARBOUR TO PORT BLAIR	18-02-2013
IN3405PL.000	405	PORT BLAIR TO LITTLE ANDAMAN ISLAND	18-02-2013
IN3406LT.000	406	LITTLE ANDAMAN TOTEN DEGREE CHANNEL	18-02-2013
IN3407TC.000	407	TEN DEGREE CHANNEL TO CHOWRA ISLAND	18-02-2013
IN3408CN.000	408	CHOWRA ISLAND TO NANCOWRY HARBOUR	25-02-2013
IN3409NH.000	409	NANCOWRY HARBOUR TO GREAT NICOBAR ISLAND	19-02-2013
IN2471KS.000	471	KATCHAL AND SUMATRA	19-02-2013
IN2472AN.000	472 (INT 7032)	NICOBAR ISLANDS	19-02-2013
IN2473AI.000	473 (INT 7031)	ANDAMAN ISLANDS	19-02-2013

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

<i>ENC Cell No</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN52003Y	2003	BEYPORE ANCHORAGE	14-10-2004
IN52030S	2030	SRIVARDHAN AND BANKOT ANCHORAGE	13-05-2010
IN62013O	2013 (INT 7324)	PORT OF OKHA	30-03-2009
IN3401PL	401	PREPARIS ISLAND TO LANDFALL ISLAND	14-10-2004
IN3402LS	402	LANDFALL ISLAND TO STEWART SOUND	14-10-2004
IN3403SE	403	STEWART SOUND TO ELPHINSTONE HARBOUR	14-10-2004
IN3404EP	404	ELPHINSTONE HARBOUR TO PORT BLAIR	14-10-2004
IN3405PL	405	PORT BLAIR TO LITTLE ANDAMAN ISLAND	14-10-2004
IN3406LT	406	LITTLE ANDAMAN TOTEN DEGREE CHANNEL	14-10-2004
IN3407TC	407	TEN DEGREE CHANNEL TO CHOWRA ISLAND	14-10-2004
IN3408CN	408	CHOWRA ISLAND TO NANCOWRY HARBOUR	14-10-2004
IN3409NH	409	NANCOWRY HARBOUR TO GREAT NICOBAR ISLAND	14-10-2004
IN2471KS	471	KATCHAL AND SUMATRA	20-11-2012
IN2472AN	472 (INT 7032)	NICOBAR ISLANDS	20-11-2012
IN2473AI	473 (INT 7031)	ANDAMAN ISLANDS	20-11-2012



## VII

6. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>2016</b> <b>(INT 7336)</b>	<b>INNER APPROACHES TO MUMBAI</b>	<b>60,000</b>	<b>New Edition</b>
	<b>BEYPORE ANCHORAGE</b>	<b>25,000</b>	<b>New Chart</b>
<b>2510</b>	<b>BEIRA PORT</b>	<b>15,000</b>	<b>New Chart</b>
	<b>INAHINA JETTY</b>	<b>7,500</b>	<b>New Chart</b>
<b>2511</b>	<b>APPROACHES TO BEIRA PORT</b>	<b>20,000</b>	<b>New Chart</b>
<b>2045</b> <b>(INT 7360)</b>	<b>PORT OF KOCHI</b>	<b>7,500</b>	<b>New Edition</b>
<b>2004</b> <b>(INT 7359)</b>	<b>KOCHI HARBOUR</b>	<b>25,000</b>	<b>New Edition</b>
<b>2029</b> <b>(INT 7358)</b>	<b>APPROACHES TO KOCHI</b>	<b>60,000</b>	<b>New Edition</b>
<b>252</b> <b>(INT 7325)</b>	<b>OKHA TO VERAVAL</b>	<b>300,000</b>	<b>New Edition</b>

### Availability of ENC's.

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

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: <a href="mailto:helpdesk@ukho.gov.uk">helpdesk@ukho.gov.uk</a> Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>	JEPPESEN MARINE <b>Jeppesen Norway AS</b> Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: <a href="mailto:enc@jeppesen.com">enc@jeppesen.com</a> , <a href="mailto:info@c-map.co.no">info@c-map.co.no</a> Website: <a href="http://www.jeppesen.com">www.jeppesen.com</a>
<b>M/s Primar</b> <b>Norwegian Hydrographic Service,</b> <b>Postbox 60,</b> <b>4001 Stavanger</b> <b>Norway</b> Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: <a href="mailto:-data@ecc.no">-data@ecc.no</a> Website: - <a href="http://www.primar.org">www.primar.org</a>	

**SECTION – I**

The list of charts affected by the Notices 069 to 074 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
20	1	073, 074
201	2	070
202	2	070
251 (INT 7318)	2	070
288	1	074
289	1	073
408	6	071, 072
472 (INT 7032)	6	072
2005	2	070
2101	2	069
4005	6	072





## **SECTION – II**

### **PERMANENT NOTICES**

**\*069/(05/13) Miscellaneous updates to charts.**

Source: NHO Dehradun.

Chart	Previous Updates	Details
2101	253/12	Insert Chart No. 2108 and Magenta limit as follows: North: 21° 06'·40N., East: 72° 42'·30E South: 20° 59'·80N., West: 72° 37'·65E
		Insert Chart No. 2109 and Magenta limit as follows: North: 21° 10'·50N., East: 72° 43'·70E South: 21° 03'·90N., West: 72° 39'·00E

**\*070/(05/13) INDIA – WEST COAST – Jakhau to Dwarka – Buoy.**

Source: IH 102, INS Investigator.

**Chart 251 (INT 7318) [previous update 052/13]**

Move  Fairway, from: 23° 14'·08N., 68° 28'·55E.  
to: 23° 13'·87N., 68° 28'·95E.

**Chart 201 [previous update 052/13]**

Move  Fairway, from: 23° 14'·08N., 68° 28'·55E.  
to: 23° 13'·87N., 68° 28'·95E.

**Chart 202 [previous update 052/13]**

Move  Fairway, from: 23° 14'·08N., 68° 28'·55E.  
to: 23° 13'·87N., 68° 28'·95E.


**Chart 2005 [previous update 052/13]**

Move  Fairway, from: 23° 14'·08N., 68° 28'·55E.  
to: 23° 13'·87N., 68° 28'·95E.

**\*071(05/13) INDIA – ANDAMAN SEA – Chowra Island to Nancowry Harbour – Beacon.**

Source: IH 102, INS Darshak.

**Chart 408 [previous update 062/13]**

Substitute  Ru for  08° 02'·40N., 93° 35'·10E.

**\*072/(05/13) INDIA – ANDAMAN SEA NICOBAR ISLANDS – Nancowry Harbour and Approaches – Light.**

Source: IH 102, INS Darshak.

**Chart 472 (INT 7032) [previous update 062/13]**

Amend light to Fl(4)20s11m 08° 02'·30N., 93° 35'·10E.

**Chart 408 [previous update 071/13]**

Amend light to Fl(4)20s 08° 02'·30N., 93° 35'·20E.

**Chart 4005 [previous update NC 15 Dec 12]**

Amend light to Fl(4)20s11m 08° 02'·31N., 93° 35'·64E.

**073/(05/13) UNITED ARAB EMIRATES – Strait of Hormuz to Qatar – Light.**

Source: BA Notice 572/13.

**Chart 20** [previous update 266/12]

Amend range of light to, 18M at: 24° 53'·07N., 53° 04'·16E.

**Chart 289** [previous update 064/13]

Amend range of light to, 18M at: 24° 53'·07N., 53° 04'·16E.

**074/(05/13) UNITED ARAB EMIRATES – Qatar to Shatt-Al-Arab – Radar beacon.**

Source: BA Notice 573/13.

**Chart 20** [previous update 073/13]

Delete radar beacon, Racon (G) at Oil field South light bouy : 28° 15'·00N., 49° 23'·00E.

**Chart 288** [previous update 148/12]

Delete radar beacon, Racon (G) at Oil field South light bouy : 28° 15'·00N., 49° 18'·60E.



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

NIL



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

### **1. NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

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

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

(Source - NAVAREA VIII Warning 100/12)

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

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

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

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

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

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

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

(a) Safety Fairways: An area within which permits are not granted for the erection of oil or gas related structures. The use of a safety fairway is not usually mandatory, but is recommended. Safety fairways have been promulgated in and round offshore development area in Arabian Sea up to the Exclusive Economic

## 4.2

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.



### **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:-

<b>JEPPESEN MARINE</b> <b>Jeppesen India Pvt. Ltd.</b> 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a>	<b>JEPPESEN MARINE</b> <b>Jeppesen Norway AS</b> P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: <a href="mailto:info@c-map.no">info@c-map.no</a> Site: <a href="http://www.c-map.no">www.c-map.no</a>	<b>C-Map US Commercial</b> 133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America Ph: +1 (508) 477 8010 Fax: +1 (508) 539 4381 Email: <a href="mailto:info@c-map.com">info@c-map.com</a>
<b>C-Map (UK) Ltd.</b> Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: <a href="mailto:info@c-map.co.uk">info@c-map.co.uk</a>	<b>Mari-Sys Pte Ltd.</b> 20 Ayer Rajah Crescent, 08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: <a href="mailto:info@mari-sys.com">info@mari-sys.com</a>	<b>Bogerd Martin NV,</b> Oude Leeuwenrui 37 2000 Antwerp, Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: <a href="mailto:sales@martin.be">sales@martin.be</a> Site: <a href="http://www.martin.be">www.martin.be</a>
<b>Bogerd Martin Tianjin(China Branch)</b> 2-B101 FTZ Hi-Tech Development Centre 131 Haibin 9 Road 300461 Tianjin China Ph: +86 22 257 62 721 Fax: +86 22 257 62 722 Email: <a href="mailto:charts-tj@martincn.com">charts-tj@martincn.com</a>	<b>C-Map Holland</b> Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie <a href="mailto:cor@chartworx.nl">cor@chartworx.nl</a>	

**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@bogerdmartin.com, sarmarin@vsnl.com	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: ewsbom@bom3.vsnl.net.in
M/s C & C Marine Combine 25 Bank Street, 1 <sup>st</sup> Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publications 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com
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 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: raj_chakravorty@yahoo.com, info@c-map.co.in Website: www.c-map.co.in
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 Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com, pramod@inspireship.com
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: sankar_roy342@yahoo.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: ashiskantha@gmiindia.in; Web: www.gmiindia.in



## **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 28 Feb 13.

**2012 SERIES** – 465 519 531 537 596 657 661 662

**2013 SERIES** – 003 007 008 012 026 035 036 046 055 057 070 078 086 087 090 091 094 100  
106 107 110 111 112 113 115 116 117 118 119 120

3. NAVAREA VIII Warnings issued during the period from 16 Feb to 28 Feb 13 (both dates inclusive) are as tabulated below: –

099. Cancel NAVAREA VIII 098/13. India East Coast – Bay of Bengal. Charts 31 32 33 354 308 3002 INT 706. Experimental flight trial scheduled between 0530 UTC to 0930 UTC from 24 Feb to 28 Feb 13. Danger zone bounded by

(a)17-48.44N083-53.57E

(b)17-31.73N083-23.32E

(c)15-06.30N084-51.16E

(d)15-23.29N085-20.80E

2. Caution advised

3. Cancel this MSG 281030 UTC Feb 13.

100. India West Coast – off Azhikkal. Charts 22 268 272 INT 71 INT 705. Hydrographic survey will be carried out from 20 Feb to 20 Mar 13 in area bounded by

(a)11-43N071-14E

(b)11-43N072-31E

(c)12-32N072-31E

(d)12-32N071-14E

2. Wide berth requested.

3. Cancel this MSG 210001 UTC Mar 13.

101. India East Coast – Bay of Bengal. Charts 31 351 352 3017 INT 71 INT 73 INT 706. Experimental flight trial scheduled from ITR Launch Complex between 0430 UTC to 0930 UTC from 27 Feb to 01 Mar 13. Danger zone bounded by:

(a)21-25.48N087-00.16E

(b)21-04.05N087-33.45E

(c)20-54.20N087-23.51E

(d)20-48.70N087-10.45E

2. Caution advised.

3. Cancel this MSG 011030 UTC Mar 13.

102. India West Coast – Trivandrum. Charts 22 32 222 260 INT 706. RH 200 Rocket launch from Thumba equatorial rocket launching station 08-31.98N 076-52.05E between 1030 UTC to 1230 UTC on 27 Feb 13.

2. Danger zones:

(a)Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree.

(b)Sector of radii 45NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree

3. Cancel this MSG 271330 UTC Feb 13.

103. Indian Ocean – Bay of Bengal. Charts 32 356 357 359 INT 71 INT 70 INT 72 INT 706. PSLV- C20 Rocket launching scheduled from launch pad 13-43.9N 080-14.2E between 1200 UTC to 1415 UTC from 25 Feb to 27 Feb 13.

2. Danger areas are as follows:

(a)**Danger zone-1**  
Circle of 10 NM around the launcher

(b)**Danger zone-2**  
Sector between radii of 100 NM and 150 NM from launcher and between azimuth angles 130 degree and 150 degree from true north.

(c)**Danger zone – 3**

(I)	09-50N	082-10E	(II)	10-05N	083-10E
(III)	08-45N	083-35E	(IV)	08-30N	082-35E

(d)**Danger zone – 4**

(I)	00-35S	081-35E	(II)	00-50S	083-05E
(III)	04-45S	082-25E	(IV)	04-30S	080-55E

(e)**Danger zone – 5**

(I)	30-00S	074-00E	(II)	31-00S	077-00E
(III)	41-00S	074-00E	(IV)	40-00S	071-00E

3. Caution advised.

4. Cancel this MSG 271515 UTC Feb 13.

104.	<b>Cancel NAVAREA VIII 093/13 and this MSG.</b> All crew rescued.					
105.	<b>Indian Ocean – off Somalia.</b> Charts INT 71 INT 701 INT 702. Derelict and capsized large trawler reported adrift in vicinity 02-35.5S 048-15.5E at 181030 UTC Feb 13.					
2.	Cancel this MSG 211030 UTC Feb 13.					
106.	<b>India West Coast – Gulf of Kachchh .</b> Charts 21 203 2068 INT 705. Salaya channel marking buoy mithapur reported sunk in vicinity 22-24.71N 068-51.84E					
2.	Caution advised.					
107.	<b>Cancel NAVAREA VIII 099/13. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 308 3002 INT 706. Experimental flight trial scheduled between 0530 UTC to 1030 UTC from 03 Mar to 07 Mar 13. Danger zone bounded by:					
	(a)	17-48.44N	083-53.57E	(b)	17-31.73N	083-23.32E
	(c)	15-06.30N	084-51.16E	(d)	15-23.29N	085-20.80E
2.	Caution advised.					
3.	Cancel this MSG 071130 UTC Mar 13.					
108.	<b>Andaman Sea – off Port Blair.</b> Charts 41 404 405 473 4006 4016 INT 706. Firing practice by Naval Coast Battery from 0730 UTC to 1130 UTC on 27 Feb 13 in area bounded by:					
	(a)	11-39.7N	092-46.3E	(b)	11-40.6N	092-47.0E
	(c)	11-38.7N	092-53.1E	(d)	11-32.9N	092-48.3E
2.	Safe flying height 5000 metres.					
3.	Cancel this MSG 271230 UTC Feb 13.					
109.	<b>Cancel NAVAREA VIII 058/13 and this MSG.</b> INM 065/13 Refers.					
110.	<b>India East Coast – Bay of Bengal.</b> Charts 32 33 356 INT 71 INT 706. Firing practice between 0230 UTC to 1130 UTC from 01 Mar to 07 Mar and 15 Mar to 21 Mar 13					
2.	Danger zone 05 NM radius around 13-50N 081-40E					
3.	Safe flying height 3500 metres					
4.	Cancel this MSG 211230 UTC Mar 13.					
111.	<b>India West Coast – Kochi.</b> CHARTS 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by Naval Coast Battery:					
	Date	Time (UTC)				
	01 Mar 13	0900 to 1200				
	05 Mar 13	0900 to 1200				
	08 Mar 13	0900 to 1200 and 1230 to 1430				
	12 Mar 13	0900 to 1200				
	15 Mar 13	0900 to 1200				
	19 Mar 13	0900 to 1200				
	22 Mar 13	0900 to 1200 and 1230 to 1430				
	26 Mar 13	0900 to 1200				
	29 Mar 13	0900 to 1200				
2.	Danger area bounded by:					
	(a)	09-57.5N	075-59.5E	(b)	09-57.7N	076-14.2E
	(c)	09-44.0N	076-17.5E	(d)	09-42.5N	076-09.5E
3.	Safe flying height 10000 Metres.					
4.	Cancel this MSG 291300 UTC Mar 13.					
112.	<b>NAVAREA VIII – Messages in force as on 221004 UTC Feb 13:</b>					
	<b>2012 SERIES</b> – 465 519 531 537 596 657 661 662					
	<b>2013 SERIES</b> – 003 004 007 008 012 026 035 036 046 055 057 061 063 068 070 072 078 086 087 090 091 094 095 100 101 102 103 106 107 108 109 110 111					
	(a) NAVAREA VIII Warnings less than 42 days old (035/13 onward) are promulgated via SafetyNET.					
	(b) Text of NAVAREA VIII Warnings inforce including those which are no longer being broadcast are available on website <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>					
	(c) Texts of NAVAREA VIII Warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.					
2.	Cancel this MSG 011001 UTC Mar 13.					
113.	<b>India Ocean – Northern Part.</b> Chart INT 70 INT 71 INT 707. Man overboard reported by MV Bulk Honduras in vicinity 04-18.5S 085-36.2E at 250200 UTC Feb 13.					
2.	Vessels transiting through the area to keep sharp look out and render assistance.					
114.	<b>Cancel NAVAREA VIII 103/13 and this MSG.</b>					

**115. Indian Ocean – Southern Part.** Charts INT 70 INT 72 INT 702. Scientific observation will be carried out by Vessel R/V Yokosuka and craft RVS Shinkai 6500 from 28 Feb to 28 Mar 13 in area bounded by:

- |     |        |         |     |        |         |
|-----|--------|---------|-----|--------|---------|
| (a) | 23-00S | 068-00E | (b) | 23-00S | 071-30E |
| (c) | 26-30S | 071-30E | (d) | 26-30S | 068-00E |
2. The vessel will be towing one streamer cable of length 400 metres.
3. Cancel this MSG 290001 UTC Mar 13.

**116. India West Coast – Arabian Sea.** Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 261001 UTC Feb 13:

ABAN ICE	18-19.46N	071-46.50E
ABAN III	19-28.97N	071-19.63E
ABAN IV	19-40.40N	071-19.38E
ABAN VII	20-21.16N	071-48.46E
BADRINATH	18-56.09N	071-09.23E
CE THORNTON	19-34.68N	071-20.08E
DEEP SEA FORTUNE	19-42.00N	071-03.05E
DEEP SEA FOSSIL	19-38.35N	070-56.70E
DISCOVERY-1	18-38.20N	071-00.92E
ENERGY DRILLER	18-24.53N	071-33.42E
FG MC CLINTOK	19-38.00N	071-21.73E
GREATDRILL CHETNA	20-37.75N	072-04.06E
GREATDRILL CHITRA	18-54.79N	071-49.56E
JT ANGEL	18-33.75N	072-17.61E
KEDARNATH	19-37.11N	071-36.81E
NOBLE CHARLIE YESTER	21-03.68N	072-25.30E
NOBLE ED HOLT	19-35.35N	071-23.25E
NOBLE KENNETH DELANEY	18-31.88N	072-16.73E
RON TAPPMAYER	20-43.00N	072-19.06E
SAGAR GAURAV	19-16.81N	072-11.73E
SAGAR KIRAN	20-58.00N	071-33.00E
SAGAR LAXMI	18-36.15N	071-01.63E
SAGAR PRAGATI	18-32.26N	072-15.43E
SAGAR SHAKTI	19-10.40N	071-26.43E
SAGAR JYOTI	20-31.60N	071-46.73E
TRIDENT – 2	19-00.47N	072-09.07E
TRIDENT – 12	22-40.96N	068-30.25E
VIRTUE 1	18-57.11N	072-10.80E
DEEP DRILLER-1	21-03.80N	072-31.60E
GREATDRILL CHAAYA	18-43.63N	072-13.66E
wide berth requested.		
2.	Cancel NAVAREA VIII 095/13.	

**117. India East Coast – Bay of Bengal.** Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 261002 UTC Feb 13:

ABAN II	16-44.21N	082-23.66E
ACTINIA	16-13.41N	082-10.80E
DEEP SEA MATDRILL	16-16.38N	081-43.84E
DSR DHIRUBHAI DEEPWATER KG-1	14-28.00N	082-05.00E
DSR DHIRUBHAI DEEPWATER KG-2	12-09.39N	080-19.09E
GSF-140	16-31.68N	082-28.43E
MG HULME JR	16-35.96N	082-25.30E
NOBLE DUCHESS	16-16.45N	082-11.86E
PLATINUM EXPLORER	16-19.06N	082-21.00E
PERRO NEGRO 3	11-30.12N	079-56.06E
D S SAGAR VIJAY	16-14.80N	082-10.98E
SAGAR RATNA	16-13.95N	081-45.88E
wide berth requested.		
2.	Cancel NAVAREA VIII 063/13.	

118.	<b>Cancel NAVAREA VIII 101/13. India East Coast – Bay of Bengal.</b> Charts 31 351 352 3017 INT 71 INT 73 INT 706. Experimental flight trial scheduled from ITR launch complex between 0430 UTC to 0930 UTC from 28 Feb to 01 Mar 13. Danger zone bounded by					
	(a)	21-25.48N	087-00.16E	(b)	21-04.05N	087-33.45E
	(c)	20-54.20N	087-23.51E	(d)	20-48.70N	087-10.45E
2.	Caution advised					
3.	Cancel this MSG 011030 UTC Mar 13.					
119.	<b>Indian Ocean – off Reunion Island.</b> Charts INT 70 INT 71 INT 72 INT 702. Yellow and black buoy reported adrift in vicinity 20-51.9S 055-40.0E at 260600 UTC Feb 13.					
2.	Cancel this MSG 010600 UTC Mar 13.					
120.	<b>India West Coast – Okha.</b> Charts 21 202 203 251 271 291 2013 2068 INT 705. Firing by Naval Coast Battery between 0530 UTC to 0730 UTC on 05 Mar 13.					
2.	Danger area from 300 degree to 020 degree up to 12 NM seaward from position 22-28.11N 069-04.00E					
3.	Safe flying height 13000 metres.					
4.	Cancel this MSG 050830 UTC Mar 13.					



## **SECTION – VI**

### **CORRECTIONS TO SAILING DIRECTIONS (PILOTS)**

(Note: For hard copy in colour, kindly download from [www.hydrobharat.nic.in](http://www.hydrobharat.nic.in) Indian Notices to Mariners section)

#### **West Coast of India Pilot (INP-1)**

#### **Chapter -9 (Page – 278)**

**(Source: Mundra Port and Special Economic Zone Limited)**

*Article 9.106a, Para 8, Delete Sub Para (i), (ii) and (iv) and replace by.*

(i) **Multipurpose/Container Terminal.** Two designated anchorage area for vessels awaiting berth at Marine Terminals or Container Terminals is as follows:

General Anchorage Area 'A' bounded by co-ordinates:

- (a) 22° 41'.26 N, 69° 44'.06E
- (b) 22° 39'.82 N, 69° 45'.70E
- (c) 22° 37'.58 N, 69° 42'.06E
- (d) 22° 39'.48 N, 69° 42'.06E

General Anchorage Area 'B' bounded by co-ordinates:

- (a) 22° 39'.92 N, 69° 36'.06E
- (b) 22° 37'.97 N, 69° 36'.06E
- (c) 22° 39'.04 N, 69° 32'.42E
- (d) 22° 39'.92N, 69° 32'.42E

(ii) **SPM.** Designated Anchorage for vessels awaiting berthing at SPM is bounded by co-ordinates:

- (a) 22° 38'.55 N, 69° 38'.06 E
- (b) 22° 37'.60 N, 69° 38'.06 E
- (c) 22° 37'.96 N, 69° 36'.07 E
- (d) 22° 38'.55 N, 69° 36'.07E

(iv) **STS.** Anchorage for STS operations is centered on position 22°42'.40N, 69°46'.60E with a radius of 0.5 nm. The minimum depth at STS anchorage is 22m.

## **SECTION – VII**

### **CORRECTIONS TO LIST OF LIGHTS**

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7750.5 *	-New Manora Breakwater. Head *	24 46.74N 66 58.97E *	Fl W 5s *	14 *	3 *	. . *	(T) 2013 *
D7753	Remove from list						
D7767	Remove from list						
E6047.4	-Dir Lt 311°	26 44.20N 33 56.40E	Dir Fl(2) WRG 10s	13	6	Red metal tower	Fl(2)G306°-310° (4°). Fl(2)W310°-312° (2°). Fl(2)R312°-316° (4°). TE; reported extinguished (T) 2013 *
F1222.58	Trinkat Island	8 02.31N 93 35.64E	Fl(4)W 20s *	11	. .	White round masonry tower	
F1324	Hagu. South eastward *	5 12.30N 97 08.00E	Fl W 3s	22	8	White metal framework tower 20 *	fl 0.3. TE 2006. Obscured by land when bearing less than 148°.
F1326	Lhokseumawe. North-north-eastward *	5 11.50N 97 09.00E *	FIW10s *	30 *	12 *	White metal framework tower 30 *	fl2 *
F1686	- Sinki - - *	1 14.05N 103 43.31E . . *	Fl(3)G15s AIS *	8 . . *	10 . . *	Green concrete framework tower . . *	MMSI No 005631128 *
K1264	TgGunungBatur (ID) *	8 11.03S 110 41.65E *	Fl W 6s	83	12	White beacon	fl 0.5. Destroyed (T) 2013 *

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

**INP 31(1), 2005**

*(Last correction: Edition No. 16 dated 16Sep 2011)*

**NIL**

**INP 31(2), 2007**

*(Last correction: Edition No. 01 dated 01 Jan 13)*

**NIL**

**INP 31(5), 2011**

*(Last correction: Edition No. 19 dated 01 Oct12)*

**NIL**

**INP 31(6), 2012**

*(Last correction: Edition No. 04 dated 16 Feb 13)*

**PAGE 28, INDIA, AZHIKKAL, Port, CONTACT**

**DETAILS Section:**

*Insert before PROCEDURE Section:*

**Port Authorities**

Telephone: +91(0)497 2771413

Fax: +91(0)497 2771413

E-mail: azhikkalport@yahoo.com



## **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.

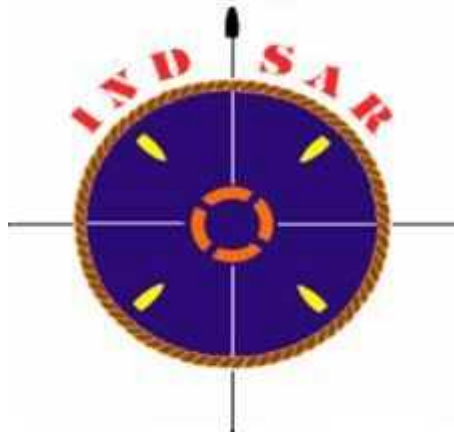


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes 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					
<b>1. NAME OF PORT</b>					
Location		Latitude		Longitude	
<b>2. GENERAL REMARKS</b>					
Principal activities and trade					
Number of ships and tonnage handled per year					
Maximum size of draught of vessel handled					
Copy of Port handbook (if available)					
<b>3. ANCHORAGES</b>					
Type / Purpose					
Minimum depth at anchorage					
Shelter afforded					
Holding ground					
Recommended pilotage to the anchorage					
<b>4. PILOTAGE</b>					
Authority for request					
Embarkation position					
Regulations					
Documents to be provided					
Recommended pilotage to approach of Harbour and Berths					
Information on VTMS					
<b>5. DIRECTIONS</b>					
Entry and Berthing Information					
Tides (Height)					
Tidal Stream Information					
Wind Speed and Direction					
Navigational Aids (Beacons / Buoys / Lights / Etc.)					
<b>6. POLLUTION CONTROL</b>					
Local regulation in force (If Any)					
<b>7. TUGS</b>					
Number available / Tug type					
Maximum HP / Bollard pull					

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

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



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

**Email: indsar@vsnl.net**

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

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

**AFTN: VABBYXYC**