



INDIAN NOTICES TO MARINERS



EDITION NO. 12 DATED 16 JUN 2013

(CONTAINS NOTICES 131 TO 134)

REACH US 24 x 7



in的角度-NAVY@NIC.IN
MSIS-INHO-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

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 1ST & 16TH OF EVERY MONTH)

FEEDBACK: msis-inho-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, ENC'S AND PUBLICATION

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

NIL

2. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
210	UMARGAM TO SATPATI	150,000	New Edition
211	SATPATI TO MURUD JANJIRA	150,000	New Edition
2056	JAFARABAD PORT	25,000	New Chart
2065	PORT DABHOL	15,000	New Chart

Availability of ENC'S.

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

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

SECTION – I

The list of charts affected by the Notices 131 to 134 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	134 (T)
22 (INT 752)	3	134 (T)
211	3	134 (T)
255 (INT 7334)	3	134 (T)
289	1	133
292 (INT 7021)	2	134 (T)
293 (INT 7022)	3	134 (T)
2016 (INT 7336)	3	134 (T)
2086	1	132
3009 (INT 7407)	5	131



SECTION – II
PERMANENT NOTICES

*131/(12/13) INDIA – EAST COAST – Approaches to Kakinada – Lights. Conspicuous Objects.

Source: NHO Dehradun.

Chart 3009 (INT 7407) [previous update 061/13]

Insert	 Vakalapudi Fl(3)15s45m22M Racon(G)	17° 00'.87N., 82° 16'.96E.
	 Fl15s7.5m	16° 59'.41N., 82° 19'.58E.
	 Fl(2)10s8m9M	16° 57'.10N., 82° 16'.62E
		17° 04'.94N., 82° 20'.30E.
	 CHYS	17° 04'.77N., 82° 20'.06E.
		16° 57'.55N., 82° 15'.83E.
		16° 56'.43N., 82° 15'.00E.
	 CG	16° 56'.41N., 82° 15'.31E.
	 (45)	17° 01'.53N., 82° 17'.31E.

Amend	light to, FIRG5s6m4M	16° 58'.95N., 82° 17'.11E.
-------	----------------------	----------------------------

Delete	 Vakalapudi Fl(3)15s54m22M Racon(G)	17° 00'.90N., 82° 16'.97E.
	 Fl.15s.9m	16° 59'.37N., 82° 19'.66E.
	 Fl(2)10s8m9M	16° 57'.02N., 82° 16'.49E

Chart 3009 (INT 7407) (PLAN) [previous update 061/13]

Insert	 Vakalapudi Fl(3)15s45m22M Racon(G)	17° 00'.87N., 82° 16'.96E.
	 Fl15s7.5m	16° 59'.41N., 82° 19'.58E.
	 Fl(2)10s8m9M	16° 57'.10N., 82° 16'.62E
	 (45)	17° 01'.53N., 82° 17'.31E.

Amend	light to, FIRG5s6m4M	16° 58'.95N., 82° 17'.11E.
	light to, FLY2m	16° 58'.58N., 82° 17'.03E

Delete	 Vakalapudi Fl(3)15s54m22M Racon(G)	17° 00'.90N., 82° 16'.97E.
	 Fl.15s.9m	16° 59'.37N., 82° 19'.66E.
	 Fl(2)10s8m9M	16° 57'.02N., 82° 16'.49E

***132/(12/13) INDIAN OCEAN – MAURITIUS – Approaches to Port Louis – Bouys.**

Source: Mauritius Port Authority.

Chart 2086 [previous update 104/13]

Insert



20° 08'.79S., 57° 28'.61E.

20° 08'.75S., 57° 28'.63E.

20° 08'.85S., 57° 28'.67E.

20° 08'.80S., 57° 28'.71E.

20° 08'.89S., 57° 28'.73E.

20° 08'.86S., 57° 28'.77E.

133/(12/13) UNITED ARAB EMIRATES – Strait of Hormuz to Qatar – Buoy. Radar Beacon.

Source: BA Notice No. 2532/13.

Chart 289 [previous update 128/13]

Insert



LF110sKP-FW

(a) 24° 56'.30N., 54° 34'.70E.

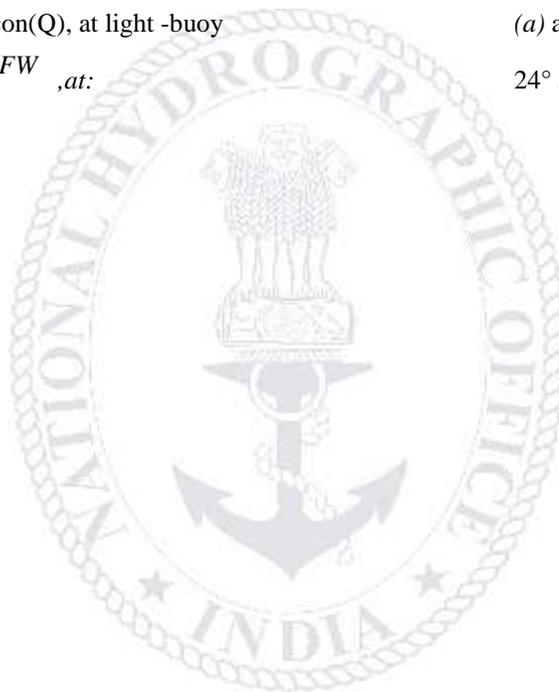
radar beacon, Racon(Q), at light -buoy

(a) above.

Delete

LF110sKP-FW
Racon (K) ,at:

24° 55'.20N., 54° 35'.60E.



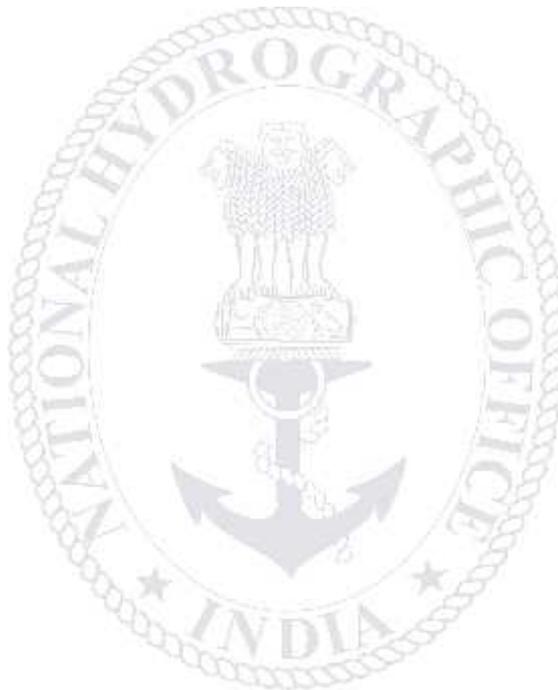
SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***134(T)/(12/13) INDIA – WEST COAST – off Mumbai – Buoy.**

Source: NIO Goa.

1. A orange coloured waverider buoy characteristics Fl(5)Y20s, 0.9m dia and 1.95m height laid at 18° 55′.50N, 72° 46′.10E.
2. Mariners to exercise caution.

Charts Affected: 21 – 22 (INT 752) – 211 – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022) – 2016 (INT 7336).



SECTION – IV **MARINE INFORMATION**

1. **NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

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

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

(Source - NAVAREA VIII Warning 100/12)

3. **DISPLAY ANOMALIES IN ECDIS**

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

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

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

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

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 (16th July 2008).

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

4.2

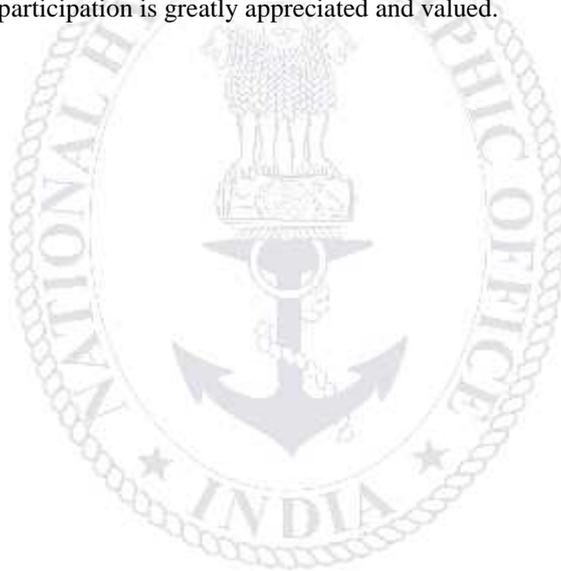
Zone (EEZ) due to increased weather related marine accidents and dense traffic. These are mandatory for all Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

(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.

4. WORLD-WIDE NAVIGATIONAL WARNING SERVICE SECOND SURVEY TO ASSESS THE QUALITY OF MSI SERVICES

The International Hydrographic Organization's World-Wide Navigational Warning Service (WWNWS) is conducting a survey concerning the quality of Maritime Safety Information broadcast via SAFETYNET and NAVTEX to identify measures to improve service. It provides an opportunity to comment on the quality of the content and reception of Navigational Warnings provided by each NAVAREA coordinator. Please visit <http://www.needtopopulatethis.com> to complete the short survey. The World Meteorological Organization offers a similar survey regarding the World-Wide Meteorological Information and warning service available at: www.jcomm.info/mrms. Your participation is greatly appreciated and valued.



Distribution of Indian Paper Charts and Nautical Publications

Indian Nautical Charts and Publications from National Hydrographic Office, India are now available globally. Details of overseas chart agents are as follows:-

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

List of Indian Chart Agents.

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: sales@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 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publicatons 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 15 Jun 13.

2012 SERIES – 661

2013 SERIES – 008 012 035 036 160 197 203 228 265 303 306 307 308 310 311 315 319 320
321 324 329 330 333 334 335 336 338 339 340 341 342

3. NAVAREA VIII Warnings issued during the period from 01 Jun to 15 Jun 13 (both dates inclusive) are as tabulated below: –

313.	Cancel NAVAREA VIII 046/13, 305/13, 251/13, 233/13 and this MSG. INM 123/13, 124/13, 130(T)/13, 127/13 and section VII of INM edition 11/13 refers.
314.	India West Coast – Okha. CHARTS 21 202 203 251 271 291 2013 2068 INT 705. Firing by Naval Coast Battery between 0530 UTC to 0730 UTC on 11 Jun 13. 2. Danger area from 300 degree to 020 degree up to 12 NM seaward from position 22-28.03N 069-04.98E 3. Safe flying height 13000 metres. 4. Cancel this MSG 110830 UTC Jun 13.
315.	India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 UTC to 1800 UTC from 11 Jun to 14 Jun and 25 Jun to 28 Jun 13 in area bounded by: (a) 19-14.60N 084-53.70E (b) 19-37.05N 085-27.87E (c) 18-46.05N 085-22.87E and arc of 41 NM radius joining point (b) and (c). 2. Safe flying height 7000 metres. 3. Cancel this MSG 281900 UTC Jun 13.
316.	India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 051001 UTC Jun 13: ABAN II 16-44.23N 082-23.67E ACTINIA 16-14.80N 082-10.99E DEEP SEA MATDRILL 16-13.47N 081-38.53E DSR DHIRUBHAI DEEPWATER KG-1 15-28.25N 084-57.31E DSR DHIRUBHAI DEEPWATER KG-2 12-09.65N 080-19.15E GSF-140 16-31.68N 082-28.43E MG HULME JR 16-36.06N 082-25.50E NOBLE DUCHESS 16-08.84N 081-40.95E PLATINUM EXPLORER 19-36.20N 086-32.20E SAGAR RATNA 16-13.96N 081-45.89E D S SAGAR VIJAY 16-19.08N 082-16.00E wide berth requested. 2. Cancel NAVAREA VIII 273/13.
317.	India West Coast – off Vadinar. Charts 21 203 2060 2068 INT 705. STS lighterage operations shifted from LPO Mumbai to LPO Vadinar within one mile radius of 22-32.0N 069-36.5E 2. Cancel this MSG.
318.	Cancel NAVAREA VIII 302/13 and this MSG. Isakapalle lighthouse lit.
319.	India West Coast – off Navadra. Charts 21 204 252 271 291 292 INT 705. Survey vessel MV Vyacheslav Tikhonov will carry out 3D seismic survey operation as follows:- till 10 Jun 13 in area bounded by: (a) 21-50.72N 068-31.09E (b) 21-58.37N 068-56.63E (c) 21-47.98N 069-01.01E (d) 21-41.01N 068-33.72E from 11 Jun to 30 Jun 13 in area bounded by: (a) 22-06.12N 068-25.76E (b) 22-13.73N 068-55.03E (c) 22-11.91N 068-57.52E (d) 22-04.21N 068-58.46E (e) 21-56.08N 068-28.58E 2. The vessel will be towing six streamers of length 4.7 NM. End marked with white flashing lights. 3. Wide berth of 6.5 NM around the vessel requested. 4. Cancel this MSG 010001 UTC Jul 13.

<p>320. India West Coast – off Mumbai. Charts 21 22 255 292 INT 706. Deep orange coloured datawell directional Waverider buoy (0.9 metre diameter) with light Fl(5)Y 20 seconds deployed in vicinity 18-55.5N 072-46.1E till 31 May 2014.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 010001 UTC Jun 14.</p>								
<p>321. India West Coast – off Mumbai. Charts 21 22 255 292 INT 706. Seaguard current meter moored in vicinity 18-35.9N 072-47.4E till 18 Jun 13 with 0.20 metre coloured surface float.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 190001 UTC Jun 13.</p>								
<p>322. Indian Ocean – Eastern Part. Charts INT 71 INT 73 INT 707. Derelict red and white coloured Srilankan style fishing boat (14 metre length, 4 metre beam) reported adrift in vicinity 07-05.6S 092-11.40E at 060948 UTC Jun 13.</p> <p>2. Cancel this MSG 101003 UTC Jun 13.</p>								
<p>323. NAVAREA VIII – Messages in force as on 071004 UTC Jun 13: 2012 Series – 661 2013 Series – 008 012 035 036 160 197 203 228 253 265 295 301 303 306 307 308 310 311 314 315 316 319 320 321 322</p> <p>(a) NAVAREA VIII Warnings less than 42 days old (228/13 onward) are promulgated via SafetyNET. (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in (c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.</p> <p>2. Cancel this MSG 141001 UTC Jun 13.</p>								
<p>324. India East Coast – off Kandukar. Charts 31 32 33 355 356 INT 706. Country boat reported capsized in vicinity 15-13.4N 080-13.5E at 062230 UTC Jun 13. One crew missing.</p> <p>2. Vessel transiting through the area to keep sharp look out and render assistance.</p>								
<p>325. Bay of Bengal – Southern Part. Charts 32 33 INT 71 INT 73 INT 706 INT 707. Yacht Idynasty (IMO No.9503641) reported adrift in vicinity 07-42N 084-30E with fourteen crew at 081011 UTC Jun 13.</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>								
<p>326. Indian Ocean – off Mulaku Atoll. Charts 23 267 INT 71 INT 706 INT 707. Derelict wooden boat (28.04 metre length) reported adrift towards east in vicinity 02-36.62S 073-20.49E at 071135 UTC Jun 13.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 120330 UTC Jun 13.</p>								
<p>327. Cancel NAVAREA VIII 326/13. Indian Ocean – off Mulaku Atoll. Charts 23 267 INT 71 INT 706 INT 707. Derelict wooden boat (28.04 metre length) reported adrift towards east in vicinity 02-36.62N 073-20.49E at 071135 UTC Jun 13.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 121130 UTC Jun 13.</p>								
<p>328. Cancel NAVAREA VIII 325/13 and this MSG.</p>								
<p>329. Cancel NAVAREA VIII 301/13. Indian Ocean – off Andaman Islands. Charts 31 33 41 INT 71 INT 706. Survey vessel CGG Amadeus will carry out 3D seismic survey till 25 Jun 13 in area bounded by:</p> <table border="0"> <tr> <td>(a) 13-05.83N</td> <td>090-29.84E</td> <td>(b) 13-06.00N</td> <td>090-48.78E</td> </tr> <tr> <td>(c) 12-50.16N</td> <td>090-48.92E</td> <td>(d) 12-50.00N</td> <td>090-30.00E</td> </tr> </table> <p>2. The vessel will be towing six seismic cables of length 8100 metres. End marked with yellow colour tail buoy flashing white.</p> <p>3. Wide berth of 05 NM ahead/abeam and 06 NM astern requested.</p> <p>4. Cancel this MSG 261002 UTC Jun 13.</p>	(a) 13-05.83N	090-29.84E	(b) 13-06.00N	090-48.78E	(c) 12-50.16N	090-48.92E	(d) 12-50.00N	090-30.00E
(a) 13-05.83N	090-29.84E	(b) 13-06.00N	090-48.78E					
(c) 12-50.16N	090-48.92E	(d) 12-50.00N	090-30.00E					
<p>330. India West Coast – off Kolachel. Charts 22 222 223 260 261 INT 71 INT 707. Fishing Boat Reported Missing In Vicinity 07-55.3N 076-59.5E With Five Crew On 07 Jun 13.</p> <p>2. Vessel transiting through the area to keep sharp look out and render assistance.</p>								
<p>331. Cancel NAVAREA VIII 253/13 and this MSG.</p>								
<p>332. Indian Ocean – off Reunion Island. Charts INT 70 INT 71 INT 72 INT 702 INT 735. Naval gunnery exercise from 0700 UTC to 1000 UTC on 14 Jun 13 in area bounded by:</p> <table border="0"> <tr> <td>(a) 21-12.0S</td> <td>054-57.0E</td> <td>(b) 21-26.0S</td> <td>055-02.5E</td> </tr> <tr> <td>(c) 21-31.2S</td> <td>054-47.4E</td> <td>(d) 21-17.2S</td> <td>054-42.0E</td> </tr> </table> <p>2. Cancel this MSG 141200 UTC Jun 13.</p>	(a) 21-12.0S	054-57.0E	(b) 21-26.0S	055-02.5E	(c) 21-31.2S	054-47.4E	(d) 21-17.2S	054-42.0E
(a) 21-12.0S	054-57.0E	(b) 21-26.0S	055-02.5E					
(c) 21-31.2S	054-47.4E	(d) 21-17.2S	054-42.0E					

333. Indian Ocean – off Reunion Island. Charts INT 70 INT 71 INT 72 INT 702 INT 735. Firing exercise from 0500 to 1500 UTC on 17 to 18 Jun 13 in area bounded by:		
(a)	22-00.0S 054-45.0E	(b) 22-00.0S 056-40.0E
(c)	23-20.0S 056-40.0E	(d) 23-20.0S 054-45.0E
2.	wide berth requested.	
3.	Cancel this MSG 181700 UTC Jun 13.	
334. Bay of Bengal – Southern Part. Charts 32 33 INT 71 INT 706. Blue white yellow and red coloured Sri Lankan fishing vessel Laksiri 05 (length 11 metres, Reg no. IMUL-A-0267-TLE) reported adrift in vicinity 10-29N 084-00E due to engine failure on 08 Jun 13 with five crew onboard.		
2.	Vessel transiting through the area to keep sharp look out and render assistance.	
335. India West Coast – Arabian Sea. Charts 22 273 INT 705. MV Asian Express reported sunk in position 09-06.78N 073-19.27E at 122357 UTC. Two orange coloured life boat marked MV Asian Express and debris floating 10 NM around the position.		
2.	Mariners to exercise caution.	
336. India West Coast – Porbandar. Charts 21 204 252 292 2040 INT705. Porbandar DGPS off air.		
2.	Caution advised.	
337. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 131002 UTC Jun 13:		
	ABAN II	16-44.23N 082-23.67E
	ACTINIA	16-14.80N 082-10.99E
	DEEP SEA MATDRILL	16-13.47N 081-38.53E
	DSR DHIRUBHAI DEEPWATER KG-1	15-28.25N 084-57.31E
	DSR DHIRUBHAI DEEPWATER KG-2	16-31.00N 082-36.00E
	GSF-140	16-31.68N 082-28.43E
	MG HULME JR	16-36.60N 082-25.50E
	NOBLE DUCHESS	16-08.84N 081-40.95E
	DSR PLATINUM EXPLORER	19-39.60N 087-43.90E
	SAGAR RATNA	16-13.96N 081-45.89E
	D S SAGAR VIJAY	16-19.08N 082-16.00E
	wide berth requested.	
2.	Cancel NAVAREA VIII 316/13.	
338. India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 131003 UTC Jun 13:		
	ABAN III	19-00.60N 072-11.96E
	ABAN IV	19-06.08N 070-56.43E
	BADRINATH	17-55.79N 071-24.81E
	CE THORNTON	19-34.69N 071-20.09E
	DEEP SEA FORTUNE	19-31.79N 071-22.50E
	DEEP SEA FOSSIL	19-20.95N 071-18.20E
	DISCOVERY-1	18-38.20N 071-00.93E
	DYNAMIC VISION	18-39.23N 070-58.87E
	ENERGY DRILLER	18-11.38N 071-48.12E
	ENSCO 54	19-16.46N 071-59.83E
	FG MC CLINTOK	19-15.34N 071-21.80E
	GREAT DRILLER CHAAYA	19-14.46N 071-58.88E
	GREATDRILL CHETNA	19-18.31N 071-58.56E
	GREATDRILL CHITRA	18-58.00N 071-37.73E
	JT ANGEL	18-47.09N 072-19.51E
	KEDARNATH	19-41.96N 070-57.23E
	NOBLE CHARLIE YESTER	18-42.58N 072-20.49E
	NOBLE ED HOLT	19-12.54N 071-02.23E
	NOBLE KENNETH DELANEY	18-31.89N 072-16.74E
	RON TAPPEMEYER	18-30.15N 072-15.92E
	SAGAR GAURAV	20-19.56N 071-18.67E
	SAGAR JYOTI	20-26.62N 071-19.74E
	SAGAR KIRAN	18-45.24N 072-18.00E
	SAGAR LAXMI	20-58.00N 071-33.00E
	SAGAR PRAGATI	18-32.27N 072-15.44E
	SAGAR UDAY	20-21.88N 071-05.87E
	TRIDENT II	19-00.48N 072-09.08E
	TRIDENT XII	18-36.18N 071-01.64E
	VIRTUE 1	18-47.00N 071-59.01E

338. Continued. wide berth requested.		
2. Cancel NAVAREA VIII 295/13.		
339. India east coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. correct at 141001 UTC Jun 13.		
ABAN II	16-44.23N	082-23.67E
ACTINIA	16-14.80N	082-10.99E
DEEP SEA MATDRILL	16-13.47N	081-38.53E
DSR DHIRUBHAI DEEPWATER KG-1	15-28.25N	084-57.31E
DSR DHIRUBHAI DEEPWATER KG-2	11-35.70N	080-21.21E
GSF-140	16-31.68N	082-28.43E
MG HULME JR	16-36.60N	082-25.50E
NOBLE DUCHESS	16-08.84N	081-40.95E
DSR PLATINUM EXPLORER	19-39.60N	087-43.90E
SAGAR RATNA	16-13.96N	081-45.89E
D S SAGAR VIJAY	16-19.08N	082-16.00E
WIDE BERTH REQUESTED		
2. CANCEL NAVAREA VIII 337/13		
340. Indian west coast – off Quilon. Charts 22 32 260 INT 706. Pillar shape red coloured with black stripe unlit buoy reported adrift in vicinity 08-39.10N 075-51.04E at 130905 UTC Jun 13.		
2. Caution advised.		
3. Cancel this MSG 160905 UTC Jun 13.		
341. NAVAREA VIII – Messages in force as on 141003 UTC Jun 13. 2012 SERIES – 661 2013 SERIES - 008 012 035 036 160 197 203 228 265 303 306 307 308 310 311 315 319 320 321 324 329 330 333 334 335 336 338 339 340 (A) NAVAREA VIII warnings less than 42 days old (265/13 onward) are promulgated via safetyNET (B) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in (C) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.		
2. Cancel this MSG 211003 UTC Jun 13.		
342. Bay of Bengal – Northern Portion. Chart 31 INT 71 INT 706 . Man overboard reported by MV Rainbow Angel in vicinity 14-10N 090-38E at 132300 UTC Jun 13.		
2. Vessels transiting through the area to keep sharp look out and render assistance.		

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

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

Bay of Bengal Pilot (INP-2)

Chapter -2 (Page 122-125)

(Source: INS Nirupak, ROS J- 196.)

Article 2.123,

Delete para 3, picture & para 4 and replace by,

3 **Vakalapudi Light** (17°00'.86N, 082°16'.96E) is exhibited from white round masonry tower with red bands, 45 m in height, about 3 miles NW of Godavari Point Light.



Vakalapudi Lighthouse

Article 2.124

Para 1, line 3 delete

Article 2.124

Add text at the end of Para 1 “NFCL chimney near main berths in Kakinada Deep Water Port (16°58'.41N, 82°16'.14E)”

Article 2.125

Para 1, line 9, delete “and ship-breaking unit”.

Article 2.125,

Delete para 2 and replace by

2 **The Principal trade** is export of rice barn, agriculture products, cement, bentonite, Ferro manganese slag; chief imports are edible oil, fertilizer raw material and naptha. Due to the commercial activity in the Kakinada canal on the rise, the traffic of the barges is going to increase. These barges are mainly involved in loading of rice and maize for export on ships designated for African Countries and Indonesia.

Article 2.126,

para 1, line 8 delete “20 Years” and replace by “50 Years”.

Article 2.126,

Delete para 2 and replace by

2 Kakinada Deep water Port Presently has 6 cargo berths of total length 1510 m, and berths 7, 8 and 9 are presently under construction. Three berths known as NRW berths of total length 610 m are also presently available for berthing of ships. Two finger piers designated OSV 1 and OSV 2 catering exclusively for OSVs are present. The length of these berths (four berths) are 90 m. The faces (two in number) of these berths of length 40 m are also available for berthing of smaller ships/tugs.

Article 2.127,

Delete para 1 and replace by,

1 **Navigational Channel** The Kakinada deep water Port facility comprises of an approach channel from sea to quay wall of 1510 m length. A Port hand fairway buoy with one spherical red colour top mark, marks the entrance; the fairway buoy is located in position 17°01'.14N, 082°21'.59E. It is painted red and flashes white every 10 seconds. The navigational channel is marked with IALA Maritime buoyage system Region A on either side leading to the deep water Port wharf. The navigational channel passes N of the Hope Island and divides the anchorage in N and S zones.

Article 2.127,

para 3, line 8, delete “125 m” and replace by “175 m”.

Article 2.127,

Add at the end of para 7,

“The vessels coming to Kakinada for alongside berth are to contact Kakinada pilot station on VHF Ch 14. All such vessels are to anchor 3 nm off fairway buoy if alongside berth not available.”

Article 2.127,

Delete para 8 and replace by,

8 A lot of dumb barges being towed by small boats and originating from Kakinada canal and proceeding towards ships at anchorage are expected. Mariners should exercise caution while entering/leaving the channel.

Article 2.128,

Delete para 1 and replace by,

1 Movement of ships within Deep Water Port area is done by the assistance of 05 nos. of tugs. 03 nos. with a capacity of 22 tons bollard pull while 02 tugs having capacity of 45 and 55 tons respectively. Pilotage is compulsory for all the ships; night navigation is permitted for vessels engaged in trading of non-hazardous cargo. Pilot boards and disembarks in two positions namely 1.2 miles SW (for vessels drawing draught less than 11.5m) and 8 cables east of Fairway buoy (for vessels drawing draught more than 11.5m).

Article 2.129,

Delete para 1 and replace by,

1 **Channel.** Fairway light-buoy (Red & White, 17°01'.14N, 082°21'.59E) moored about 4^{1/2} miles east of Vakalapudi light, marks the seaward end of the approach channel.

Article 2.129,

Delete para 4 and replace by,

4 **Rear Beacon** 900 m SW of the front beacon.

The alignment (230°) of these beacons lead through the channel (1 cable wide and dredged to 12.5 m) for about 2¾ miles, to a turning circle 1 mile E of the berth. This channel passes 1.5 cables S of SSE end (2½ miles SE of Vakalapudi light house) of the detached breakwater which is extending 6 cables NNW. From the turning circle (dredged to 11 m), the track leads W for about 1 mile to the berth.

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6379	- Mossel Bay Harbour. Breakwater. Head	34 10.50S 22 08.82E	Iso R *	16	12	Red framework tower 12	
D6411.42	Remove from List; deleted						
D7387.9	-Jetty. E Dolphin.Qatalum Berth 8	24 56.40 N 51 35.35 E	F R *	Dolphin *	*
E6144.5	Remove from List; deleted						
F0783	-W Breakwater. Head	06 57.94N 79 49.85E	Fl G 6s	20	5	Green metal column, white bands	
F0784	-E Breakwater. Head	06 57.61N 79 50.35E	Fl R 6s	20	5	Red metal column, white bands	
F0945.5	Remove from List; deleted						
F0960	Sand Spit (Godavari Point)	16 59.41N 82 19.58E	Fl W 15s	7.5			
F0962	Kakinada. N Groyne	16 57.10N 82 16.62E	Fl(2)W 10s	8	9	White metal framework tower, black bands 2	
F0962.4	- Kakinada	16 58.58N 82 17.03E	Fl Y	2			
F0962.5	-	16 58.95N 82 17.11E	Fl R G 5s	6	4	..	R Lts in line 270.5° on towers 1000m W.
F0964	Vakalapudi	17 00.86N 82 16.96E	Fl(3)W 15s	45	22	White RCC tower, red bands	
F1234	- Pulau Marit	00 01.05N 98 15.90E	Fl W 4s	15	15	White metal framework tower 15	fl 0.5
K0821.4	Port Aux Francais. Anchorage Lts in line 329°. Front (FR)	49 21.29S 70 12.34E	Q R	7	12	White beacon, red stripe	*
K0821.41	-- Rear. 15m from front (FR)	49 21.23S 70 12.25E	F R	21	16	White beacon, red stripe	Vis on bearing only
K0839.1	-- Rear (ID)	00 03.53S 98 17.92E	Fl W 5s	18	10	White Beacon 18	fl 0.5
K0839.4	- Pulau Hibao Tello (ID)	00 03.00S 98 17.07E	Fl W 4s	8	6	White framework tower 16	fl 0.5
K0922.2	- Panjang Jetty Oil Storage (ID)	05 27.61S 105 18.73E	Fl Y 5s	17	12	Iron Framework beacon	Ra refl
K0922.3	-- (ID)	05 27.55S 105 18.66E	Fl Y 4s	7	5	Dolphin	Ra refl
K0922.35	-- (ID)	05 27.69S 105 18.75E	Fl Y 4s	7	5	Dolphin	Fl 1.5. Ra refl

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

(Last correction: Edition No. 07 dated 01 Apr 2013)

NIL

INP 31(2), 2007

(Last correction: Edition No. 11 dated 01 Jun 2013)

NIL

INP 31(5), 2011

(Last correction: Edition No. 07 dated 01Apr 2013)

NIL

INP 31(6), 2012

(Last correction: Edition No. 11 dated 01 Jun 2013)

NIL

SECTION – IX **REPORTING OF NAVIGATIONAL DANGERS**

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

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

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

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

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

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

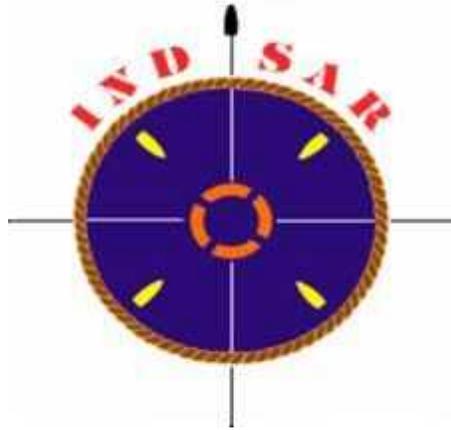


HYDROGRAPHIC NOTE		IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes Observed (Tick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



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