

INDIAN NOTICES TO MARINERS



EDITION NO. 14 DATED 16 JUL 2014

(CONTAINS NOTICES 126 TO 135)

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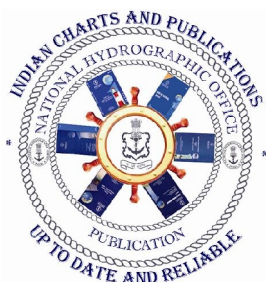
www.hydrobharat.nic.in

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

FEEDBACK: msis-incho-navy@nic.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

All mariners are cautioned against the use of counterfeit copies of IN Charts and publications.

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

Mariners are strongly advised not to use or encourage the use of counterfeit chart and publications.

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 is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2023	15-06-2014	KAVARATTI ISLAND <u>Limits</u> 10° 29'.08N; 72° 34'.00E. 10° 37'.75N; 72° 41'.50E.	25,000	4	Rs. 1870.00
		KILTAN ISLAND <u>Limits</u> 11° 24'.83N; 72° 57'.17E. 11° 33'.50N; 73° 03'.00E.	25,000		

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>
2023	31-07-2009	KAVARATTI ISLAND	2023	15-06-2014
		KILTAN ISLAND		

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>Issue Date</i>
IN52011G	2011	APPROACHES TO JAIGARH AND ANGRE PORT	20-06-2014
IN52509I	2509	ASSUMPTION ISLAND	20-06-2014
IN62509A	2509	ASSUMPTION ISLAND – A	20-06-2014
IN62509B	2509	ASSUMPTION ISLAND – B	20-06-2014
IN62045R	2045	PORT OF KOCHI	07-07-2014
IN62100B	2100	PORT PIPAVAV	07-07-2014
IN42100D	2100	APPROACHES TO PORT PIPAVAV	07-07-2014
IN54161C	4161	CAR NICOBAR ISLAND	07-07-2014

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN52011H	2011	APPROACHES TO JAIGARH	21-06-2012
IN62045P	2045	PORT OF KOCHI	07-05-2013
IN62100P	2100	PORT PIPAVAV	07-06-2011
IN42100A	2100	APPROACHES TO PORT PIPAVAV	07-06-2011
IN54032S	4032	SAWAI BAY AND MALACCA ANCHORAGE	13-12-2012

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5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2118	AZHIKKAL PORT	7,500	New Chart
2014	MALPE PORT	15,000	New Chart
4044	SOUTH MIDDLE STRAIT	12,500	New Chart
4045	NORTH MIDDLE STRAIT	12,500	New Chart
3039	KATTUPALLI PORT	12,500	New Edition

Availability of ENC's.

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

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 126 to 135 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
20		133
33		130
209		128
211		135 (P)
288		133
289		133
321		131
322		131
403 (INT 7437)		130
404		130
473 (INT 7031)		130
2001		135 (P)
2015 (INT 7337)		129, 135 (P)
2016 (INT 7336)		129, 135 (P)
2031 (INT 7326)		126
2039		127
2049		134
2050		134
2101		128
3020		131
4001		130
4014		130
7070 (INT 70)		132
7071 (INT 71)		132
7072 (INT 72)		132
7701 (INT 701)		132
7702 (INT 702)		132
7703 (INT 703)		132

SECTION – II

PERMANENT NOTICES

***126/(14/14) Miscellaneous updates to charts**

Source: NHO Dehradun.		
Chart	Previous Updates	Details
2031 (INT 7326)	NC 30 Nov 13	For, “ GULF OF KHAMBHAT ”, read as: “ GULF OF KACHCHH ” at position 22° 26′·52N., 69° 02′·00E.

***127/(14/14) INDIA – Gulf of Khambhat (Cambay) – Northern Portion – Jetty. Legend.**

Source: Petronet LNG Ltd.

Chart 2039 [previous update 119/14]

Insert jetty, firm line, joining: 21° 40′·22N., 72° 30′·67E.
 21° 40′·18N., 72° 30′·67E.
 21° 40′·14N., 72° 30′·63E.
 21° 40′·09N., 72° 30′·63E.
 21° 40′·06N., 72° 30′·67E.
 21° 40′·01N., 72° 30′·67E.
 and
 (a) 21° 40′·11N., 72° 30′·63E.
 (b) 21° 40′·35N., 72° 31′·94E. (Shore)
 (a) - (b) above
 legend, “Petronet LNG (South)”, along: 21° 40′·45N., 72° 30′·30E.
 Substitute Petronet LNG (North), for, Petronet LNG

***128/(14/14) INDIA – WEST COAST – Approaches to Hazira – Stump.**

Source: VTS Khambhat.

Chart 209 [previous update 210/13]

Insert  21° 11′·33N., 72° 30′·43E.

Chart 2101 [previous update 210/13]

Insert  21° 11′·32N., 72° 30′·46E.

***129/(14/14) INDIA – WEST COAST – Port of Mumbai – Jetty. Depths.**

Source: NHO Dehradun.

Chart 2016 (INT 7336) [previous update 096/14]

Insert accompanying block showing Jetty, Depths centered on: 18° 56′·58N., 72° 51′·30E.

Chart 2015 (INT 7337) [previous update 100/13]

Insert accompanying block showing Jetty, Depths centered on: 18° 56′·58N., 72° 51′·06E.

***130/(14/14) INDIA – ANDAMAN ISLANDS – Elphinstone Harbour and Rangat Bay – Light.**

Source: IH- 102, INS Investigator.

Chart 33 [previous update 109/14]

Delete  Fl(3)12M(6M) 12° 17′·40N., 92° 54′·28E.

130/(14/14) INDIA – ANDAMAN ISLANDS – Elphinstone Harbour and Rangat Bay – Light. Continued.*Chart 403 (INT 7437) [previous update 045/14]**

Delete  Fl(3)10s12m12M 12° 17'·40N., 92° 54'·28E.

Chart 404 [previous update 053/14]

Delete  Fl(3)10s12m12M 12° 17'·33N., 92° 54'·38E.

Chart 473 (INT 7031) [previous update 045/14]

Delete  Fl(3)12M 12° 17'·38N., 92° 54'·38E.

Chart 4001 [previous update 045/14]

Delete  Fl(3)10s12m12M 12° 17'·40N., 92° 54'·28E.

Chart 4014 [previous update 045/14]

Delete  Fl(3)10s12m12M 12° 17'·40N., 92° 54'·28E.

***131/(14/14) BAY OF BENGAL –COAST OF BURMA – Combermere Bay to Cheduba Strait – Buoys.**

Source: Myanmar Notice – 14/2014.

Chart 321 [previous update 242/12] WGS 84 Datum






































Insert  Fl.G.2s.5M 19° 29'·86N., 93° 19'·94E.
 No. 1
 Fl.R.2s.5M 19° 30'·12N., 93° 20'·01E.
 No. 2
 Fl.G.2s.5M 19° 29'·66N., 93° 20'·77E.
 No. 3
 Fl.R.2s.5M 19° 29'·92N., 93° 20'·84E.
 No. 4
 Fl.G.2s.5M 19° 29'·33N., 93° 22'·16E.
 No. 5
 Fl.R.2s.5M 19° 29'·59N., 93° 22'·23E.
 No. 6
 Fl.G.2s.5M 19° 29'·00N., 93° 23'·54E.
 No. 7
 Fl.R.2s.5M 19° 29'·26N., 93° 23'·61E.
 No. 8
 Fl.G.2s.5M 19° 28'·67N., 93° 24'·93E.
 No. 9
 Fl.R.2s.5M 19° 28'·93N., 93° 25'·00E.
 No. 10

Chart 322 [previous update 242/12] WGS 84 Datum

Insert  Fl.G.2s.5M 19° 29'·86N., 93° 19'·94E.
 No. 1
 Fl.R.2s.5M 19° 30'·12N., 93° 20'·01E.
 No. 2
 Fl.G.2s.5M 19° 29'·66N., 93° 20'·77E.
 No. 3
 Fl.R.2s.5M 19° 29'·92N., 93° 20'·84E.
 No. 4
 Fl.G.2s.5M 19° 29'·33N., 93° 22'·16E.
 No. 5
 Fl.R.2s.5M 19° 29'·59N., 93° 22'·23E.
 No. 6
 Fl.G.2s.5M 19° 29'·00N., 93° 23'·54E.
 No. 7
 Fl.R.2s.5M 19° 29'·26N., 93° 23'·61E.
 No. 8
 Fl.G.2s.5M 19° 28'·67N., 93° 24'·93E.
 No. 9
 Fl.R.2s.5M 19° 28'·93N., 93° 25'·00E.
 No. 10

131/(14/14) BAY OF BENGAL –COAST OF BURMA – Combermere Bay to Cheduba Strait – Buoys. Continued.*Chart 3020** [previous update 242/12] WGS 84 Datum

Fl.G.2s.5M

No. 9

19° 28'·67N., 93° 24'·93E.



Fl.R.2s.5M

No. 10

19° 28'·93N., 93° 25'·00E.

132/(14/14) INDIAN OCEAN – Chagos Archipelago to Madagascar – Depths.

Source: BA Notice – 2791/14.

Chart 7070 (INT 70) [previous update 082/13] Unknown Datum

Insert depth, 521, enclosed by 1000m contour

11° 14'·00S., 52° 36'·00E.

depth, 780, enclosed by 1000m contour

06° 55'·00S., 58° 41'·00E.

Chart 7071 (INT 71) [previous update 081/14] Unknown Datum

Insert depth, 521, enclosed by 1000m contour

11° 14'·00S., 52° 36'·00E.

depth, 780, enclosed by 1000m contour

06° 55'·00S., 58° 41'·00E.

Chart 7072 (INT 72) [previous update 081/14] Unknown Datum

Insert depth, 521, enclosed by 1000m contour

11° 14'·00S., 52° 36'·00E.

depth, 780, enclosed by 1000m contour

06° 55'·00S., 58° 41'·00E.

Chart 7701 (INT 701) [previous update 080/13] Unknown Datum

Insert depth, 521, enclosed by 1000m contour

11° 14'·00S., 52° 36'·00E.

Chart 7702 (INT 702) [previous update 187/13] Unknown Datum

Insert depth, 521, enclosed by 1000m contour

11° 14'·00S., 52° 36'·00E.

depth, 780, enclosed by 1000m contour

06° 55'·00S., 58° 41'·00E.

Chart 7703 (INT 703) [previous update 081/14] Unknown Datum

Insert depth, 780, enclosed by 1000m contour

06° 55'·00S., 58° 41'·00E.

133/(14/14) STRAIT OF HORMUZ TO QATAR – Ra's Laffan – Wreck.

Source: BA Notice – 2891/14.

Chart 20 [previous update 199/13] Everest Datum

Delete Wk

26° 05'·00N., 51° 56'·00E.

Chart 288 [previous update 054/14] Unknown Datum

Delete Wk

26° 05'·00N., 51° 56'·00E.

Chart 289 [previous update 084/14] Everest Datum

Delete Wk

26° 05'·00N., 51° 56'·00E.

134/(14/14) PAKISTAN COAST – Karachi Harbour – Manora Point – Light.

Source: BA Notice – 3030/14.

Chart 2049 [previous update 122/14] Unknown Datum

Delete Fl.8s14m12M

24° 47'·09N., 66° 58'·90E.

Chart 2050 [previous update 122/14] Everest Datum

Delete Fl.8s14m12M

24° 47'·075N., 66° 58'·912E.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***135(P)/(14/14) INDIA – WEST COAST – Inner Approaches to Mumbai – Buoys.**

Source: Mumbai Port Trust.

1. Following navigational buoys in off shore container terminal basin have been laid at the below mentioned positions:

Sl. No.	Name of the buoy	Colour of buoy	Position
(a)	OCT – 1	Green	18° 55'·55N., 72° 52'·47E.
(b)	OCT – 2	Green	18° 55'·96N., 72° 51'·41E.
(c)	OCT – 3	Green	18° 56'·35N., 72° 51'·32E.
(d)	OCT – 4	Green	18° 56'·76N., 72° 51'·42E.
(e)	OCT – 5	Red	18° 55'·85N., 72° 51'·02E.
(f)	OCT – 6	Red	18° 56'·12N., 72° 51'·09E.

2. Mariners are advised to navigate with caution.

Charts affected – 211 – 2016 (INT 7336) – 2015 (INT 7337) – 2001.



SECTION – IV **MARINE INFORMATION**

1. NAVTEX TRANSMISSION

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

(Source – DG Shipping)

2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS

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

(Source - NAVAREA VIII Warning 100/12)

3. DISPLAY ANOMALIES IN ECDIS

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

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

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

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

4. SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME

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

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

4.2

Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

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

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

5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

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

6. **USAGE OF THURAYA/ IRRIDUM AND SATELLITE PHONE**

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

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

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

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:-

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C-Map Holland Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie cor@chartworx.nl		

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M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammampeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : maalakshmitravel@hotmai.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
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Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: elemulti.services69@yahoo.com	L.R Marnie services 321, 3 rd floor, birya house, 265, perin nariman street, Fort, Mumbai – 400 001 Tel: + 91 9773779348/ 9821460258 Email: lrcharts@gmail.com lrmarine@live.com

SECTION – V

NAVAREA – VIII WARNINGS IN FORCE

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 13 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings inforce as on 15 Jul 14:

2013 SERIES – 035 160 197 228 343 428 473 493 506 547 662 672

2014 SERIES – 111 119 129 151 154 187 192 194 211 221 224 225 233 241 242 252 275 284 308
310 311 323 336 337 354 360 368 369 371 373 375 376 377 378 379 380 381 382 383 384 385
386 387

3. NAVAREA VIII Warnings issued during the period from 01 Jul to 15 Jul 14 (both dates inclusive) are as tabulated below: –

359. Indian Ocean – Northern Part. Charts 23 INT 71 INT 73 INT 707. Sri Lankan fishing vessel Kushan Putha-02 (length-38 ft, Regd no. IMUL-A-0301-GLE) reported adrift in vicinity 03-40N 078-12E with six crew.
2. Vessels transiting through the area to keep sharp look out and render assistance.
360. India West Coast – Arabian Sea. Charts 21 22 23 268 292 293 INT 71 INT 705. Route survey operations prior to installation of fiber optic cable is in progress by survey vessel RV Northern Endeavour till 30 Jul 14 in area bounded by:
(a) 05-55.90N 077-54.90E (b) 10-24.50N 074-12.10E
(c) 17-21.40N 068-24.00E (d) 19-05.40N 072-06.40E
2. Deep tow cable length - 0.54 TO 1.08 NM. Wide berth from vessel advised.
3. Cancel this MSG 310001 UTC Jul 14.
361. Cancel NAVAREA VIII 350/14 and this MSG.
362. 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 from 0330 to 0730 UTC on 08 and 09 Jul 14. Danger zone bounded by:
(a) 21-22.60N 086-56.31E (b) 21-21.98N 086-55.86E
(c) 21-19.16N 086-54.49E (d) 21-12.94N 086-55.55E
(e) 20-40.31N 087-15.02E (f) 19-04.85N 088-39.25E
(g) 19-21.96N 089-01.34E (h) 20-57.59N 087-37.19E
(j) 21-21.26N 087-06.20E (k) 21-23.32N 086-59.81E
2. No over flight and shipping activity permissible within danger zone.
3. Cancel this MSG 090830 UTC Jul 14.
363. Indian Ocean – Northern Part. Charts INT 71 INT 73 INT 707. Unlit abandoned fishing vessel Ping Shin 101(length approx-56 metres, breadth-11 metres, white hull) and 25 men life raft (black and orange) with canopy reported drifting easterly 031730 UTC Jul 14 at 1.5 to 2.0 KTS in vicinity 03-29.3S 079-55.1E.
2. Cancel this MSG 071002 UTC Jul 14.
364. Andaman Sea – Andaman Islands. Charts 41 404 405 473 4006 4016 INT 706. Firing practice by Naval Coast Battery from 0830 to 1130 UTC on 09 Jul 14 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 091230 UTC Jul 14.
365. Cancel NAVAREA VIII 359/14 and this MSG.
366. Indian Ocean – Northern Part. Charts 23 INT 71 INT 73 INT 707. Sri Lankan fishing vessel Pujan-01 (Regd no-IMUL-A-0579-TLE, length-37 ft) reported adrift with six crew in vicinity 03-00N 082-00E since 020330 UTC Jul 14.
2. Vessels transiting through the area to keep sharp look out and render assistance.
367. NAVAREA VIII – Messages in force as on 041006 UTC Jul 14:
2013 Series – 035 160 197 228 343 428 473 493 506 547 662 672
2014 Series – 111 119 129 151 154 187 192 194 211 221 224 225 233 241 242 252 275 284 304 308 310 311 320 323 336 337 341 348 354 360 362 363 364 365 366
(a) NAVAREA VIII Warnings less than 42 days old (304/14 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 111006 UTC Jul 14.

368. Indian Ocean – Northern Part. Charts 23 INT 71 INT 73 INT 707. Sri Lankan fishing vessel JAYAKISHAN-02 (Regd no-IMUL-A-1025-mtr, length-40 ft, Communication-100250 Khz) reported adrift with five crew in vicinity 01-07N 077-43E since 051230 UTC Jul 14.		
2. Vessels transiting through the area to keep sharp look out and render assistance.		
369. India East Coast – off Chennai. Charts 31 32 33 356 391 INT 706. Firing practice by Coast Guard aircraft between 0230 to 1130 UTC daily from 08 to 14 and 22 to 31 Jul 14. Danger area bounded by:		
(a) 13-30N	082-00E	(b) 14-30N 082-00E
(c) 14-30N	082-40E	(d) 13-30N 082-40E
2. Safe flying height 2000 metres.		
3. Cancel this MSG 311230 UTC Jul 14.		
370. Cancel NAVAREA VIII 304/14 and this MSG.		
371. Indian Ocean – Malacca Strait. Charts 41 473 INT 71 INT 73 INT 707. Installation of fibre optic cable BBG in progress by cable layer Ile de Sein (call sign-Foud) till 22 Jul 14 in following positions:		
(a) 06-36.64N	095-38.49E	(b) 06-39.22N 095-27.16E
(c) 06-39.45N	095-19.43E	(d) 06-38.04N 095-13.36E
(e) 06-37.77N	095-07.86E	(f) 06-39.16N 094-55.43E
(g) 06-35.36N	094-42.13E	(h) 06-31.49N 094-36.43E
(i) 06-31.09N	094-33.96E	
2. Wide berth of 02 NM advised. Ships showing ram lights and shapes.		
3. Cancel this MSG 230001 UTC Jul 14.		
372. Cancel Navarea VIII 362/14 and this MSG.		
373. India West Coast – Gulf of Khambhat. Charts 21 210 254 292 INT 71 INT 705. Unidentified structure reported in position 20-05.58N 071-48.84E IN safety fairway.		
2. Caution advised.		
374. CANCEL NAVAREA VIII 320/14 AND THIS MSG. INM 120/14 REFERS.		
375. India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 101001 UTC Jul 14:		
ABAN III	18-45.65N	072-19.21E
ABAN IV	19-31.81N	071-25.03E
ABAN ICE	18-49.82N	070-55.98E
BADRINATH	21-36.81N	068-35.17E
CE THORNTON	18-30.06N	072-15.95E
DISCOVERY-1	18-38.20N	071-00.93E
DYNAMIC VISION	18-39.23N	070-58.86E
ENERGY DRILLER	18-53.26N	071-28.70E
FG MC CLINTOK	18-34.11N	072-13.45E
GREAT DRILLER CHAAYA	19-57.74N	071-00.13E
GREATDRILL CHITRA	18-40.10N	072-13.58E
GREATDRILL CHETNA	20-11.02N	071-17.35E
HARVEY H WARD	18-35.70N	072-12.81E
JINDAL STAR	18-36.12N	071-01.59E
JT ANGEL	23-01.00N	068-39.97E
KEDARNATH	23-01.68N	068-20.34E
NOBLE ED HOLT	19-36.62N	071-22.90E
RON TAPPMAYER	19-20.38N	071-25.41E
SAGAR GAURAV	19-12.67N	070-55.61E
SAGAR SHAKTI	19-13.89N	072-08.37E
SAGAR JYOTI	19-25.56N	071-17.81E
SAGAR KIRAN	19-25.24N	071-16.99E
SAGAR LAXMI	20-58.00N	071-33.00E
SAGAR PRAGATI	20-58.00N	071-33.00E
SAGAR UDAY	19-32.27N	071-24.08E
SUNDOWNER VII	18-29.06N	072-15.15E
TRIDENT II	18-29.42N	072-14.73E
TRIDENT XII	19-07.35N	072-06.45E
VICTORY DRILLER	19-18.81N	071-25.05E
VIRTUE-I	19-28.70N	071-46.66E
wide berth requested.		
2. Cancel NAVAREA VIII 341/14.		

376. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 101002 UTC Jul 14:		
ABAN II	15-01.03N	080-10.12E
ACTINIA	16-26.83N	082-21.29E
DEEP SEA MATDRILL	16-13.32N	081-42.18E
DSR DHIRUBHAI DEEPWATER KG-1	16-30.05N	082-33.35E
DSR DHIRUBHAI DEEPWATER KG-2	16-41.90N	082-41.60E
PLATINUM EXPLORER	19-38.50N	088-10.50E
GSF-140	16-27.12N	082-28.43E
HERCULES TRIUMPH	16-28.46N	082-12.60E
HERCULES 208	16-23.93N	082-07.94E
NOBLE DUCHESS	16-15.20N	082-10.50E
SAGAR VIJAY	16-33.72N	082-28.36E
GSF EXPLORER	19-37.55N	086-25.27E
SAGAR BHUSHAN	16-33.29N	082-23.76E
SAGAR RATNA	16-22.04N	081-59.25E
wide berth requested.		
2. Cancel NAVAREA VIII 348/14.		
377. India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706. Firing by army between 2330 to 1800 UTC daily from 16 to 19 and 23 to 26 Jul 14 in area bounded by:		
(a) 19-14.60N	084-53.70E	(b) 19-07.39N 085-35.94E
(c) 18-33.61N	084-53.74E	
and arc of 41 NM radius joining point (b) and (c).		
2. Safe flying height 6100 metres.		
3. Cancel this MSG 261900 UTC Jul 14.		
378. India West Coast – Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705. Firing by Naval Coast battery between 0530 TO 0730 UTC on 18 Jul 14.		
2. Danger area from 300 TO 020 degree up to 12 NM seaward from position 22-28.04N 069-04.99E.		
3. Safe flying height 13000 metres.		
4. Cancel this MSG 180830 UTC Jul 14.		
379. India East Coast – Visakhapatnam. Charts 31 32 308 354 391 3002 3012 INT 706. Seaward firing practice by Naval Coast Battery from 0001 TO 0300 UTC on 17 Jul 14.		
2. Danger zone sector of 15 NM radius between 070 and 130 degree from 17-42N 083-18E.		
3. Safe flying height 2000 metres.		
4. Cancel this MSG 170400 UTC Jul 14.		
380. NAVAREA VIII – Messages in force as on 111004 UTC Jul 14:		
2013 Series – 035 160 197 228 343 428 473 493 506 547 662 672		
2014 Series – 111 119 129 151 154 187 192 194 211 221 224 225 233 241 242 252 275 284 308 310 311 323 336 337 354 360 366 368 369 371 373 375 376 377 378 379		
(a) NAVAREA VIII warnings less than 42 days old (323/14 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 181004 UTC Jul 14.		
381. India West Coast – off Mumbai. Charts 21 255 292 293 INT 71 INT 705. Life raft reported adrift in vicinity 18-53.25N 071-28.71E.		
2. Caution advised.		
3. Cancel this MSG 161730 UTC Jul 14.		
382. Indian Ocean – Northern Part. Charts INT 71 INT 73 INT 707. Sri Lankan fishing vessel Dilsara (Regd no - IMUL-A-0806-TLE, length-42 ft, colour-white, yellow, blue, red) reported in distress with seven crew in vicinity 00-48S 077-48E at 140330 UTC Jul 14. Ingress of sea water reported due collision with another vessel.		
2. Vessels transiting through the area to keep sharp look out and render assistance.		
383. Cancel NAVAREA VIII 366/14. Indian Ocean – Northern Part. Charts INT 71 INT 73 INT 707. Sri Lankan fishing vessel Pujan-01 reported submerged in vicinity 03-00N 086-00E. All crew rescued.		
2. Cancel this MSG 171002 UTC Jul 14.		
384. India West Coast – off Revdanda. Charts 21 211 255 292 293 2026 INT 71 INT 705. MV Priyanka (call sign-VVMH, MMSI no-4194522000, IMO no-9266499) reported grounded in position 18-33.5N 072-54.5E. Vessel listed 20 degree to port.		
2. Caution advised.		

<p>385. Indian Ocean – Northern Part. Charts INT 71 INT 73 INT 707. Sri Lankan fishing vessel Madushi (Regd no-IMUL-A-0888-TLE) reported missing with six crew since 10 Jul 14. Last known position 02-58S 079-45E.</p>
<p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>
<p>386. India West Coast – Trivandrum. Charts 22 32 222 260 INT 706. RH 200 rocket launch from Thumba (08-31.98N 076-52.05E) between 0530 to 0730 UTC on 23 Jul 14.</p>
<p>2. Danger zones:</p>
<p>(a) Sector of radius 05 NM from launcher between azimuth 190 and 300 degree.</p>
<p>(b) Sector of radii 45 NM and 75 NM from launcher between azimuth 220 and 260 degree.</p>
<p>3. Cancel this MSG 230830 UTC Jul 14.</p>
<p>387. India West Coast – Gulf of Khambhat. Charts 21 208 254 292 INT 71 INT 705. MV Samjohn Spirit reported loss of port anchor with 09 shackles in position 21-35.2N 072-25.5E.</p>



SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP-1)

Chapter –10 (Page 303)

(Source: BA 29/14)

*Article 10.122,
Delete para 1.*

Chapter –10 (Page 307)

(Source: BA 29/14)

*Article 10.159,
Insert new para before para 5,*

4a Clear of a dangerous wreck (25°02'.00N, 66°36'.00E),
position approximate, and:

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F0476.9	- - Hazira. SR 19	21 05.36 N 72 39.72 E	Fl(2)G 5s				
F0476.95	- - - SR 17	21 04.86 N 72 39.72 E	Fl G 10s				
*	*	*	*	*	*	*	*
F0477	- - - SR 15	21 04.43 N 72 39.72 E	Fl G 5s				
	*						
F0477.1	- - - SR 11	21 03.40 N 72 39.70 E	Fl(2)G 10s				
	*						*
F0477.3	- - - SR 09	21 02.98 N 72 39.60 E	Fl G 5s				
*	*	*	*	*	*	*	*
F0477.4	- - - SR 07	21 02.61 N 72 39.51 E	Fl G 10s				
	*						*
F1202.59	Deleted; Remove from list						
F 1400.313	- Gosong Bakautua	02 06.50 N 101 16.67 E	Fl W 3s	13	11	White beacon 10	fl 1
*	*	*	*	*	*	*	*
F 1400.315	- -	02 02.58 N 101 20.00 E	Fl W 2s	13	11	White beacon 10	fl 0.5
*	*	*	*	*	*	*	*
F 1400.317	- Pulau Rupert W	01 53.24 N 101 21.17 E	Fl W 5s	13	11	White beacon 10	fl 0.5
*	*	*	*	*	*	*	*
F1614.5	-Kuala Langat	02 48.07 N 101 24.10 E	Fl G 5s	4	8	Green □ on pile	TE; Destroyed(T) 2014
		*					*
F9522.4	BELIDA GASFIELD - (ID)	03 56.97 N 104 45.59 E	Lit	Platform	Other installations, some marked by lights, exist in this field
*	*	*	*	*	*	*	*
K1038	Beting Eka (ID)	05 17.53 S 106 54.50 E	Fl(2)W 10s	15	10	Black 8 on black beacon, red bands	fl 0.5, ec 1.5, fl 0.5, ec 7.5. Ra refl.
	-	. .	Racon *	. .	ILRS Vol 2 Station 86440
K1112	-- Head	06 50.67 S 109 08.22 E	Fl R 5s	12	6	Red □ on red framework tower	fl 0.5 TE 2014
		*		*			*
K1196	SELAT MADURA - Peluang Platform (ID)	07 22.49 S 113 54.88 E	Fl W 5s	. .	12	White beacon on platform	fl 1.5
*	*	*	*	*	*	*	*

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 11 dated 01 Jun 2014)

NIL

INP 31(2), 2007

(Last correction: Edition No. 11 dated 01 Jun 2014)

NIL

INP 31(5), 2011

(Last correction: Edition No. 13 dated 01 Jul 2014)

PAGE 123, Chapter 09, MARITIME SAFETY INFORMATION (MSI) UNDER GMDSS, Radio Navigational Warning on The World Wide Web, NAVAREA INTERNET LINK table,

Delete row 6, Navarea V (Brazil) and replace by:

Navarea V (Brazil)

www.mar.mil.br/dhn/chm/box-aviso-radio/avradioing.htm

(Source: BA 28/14)

(14/14)

INP 31(6), 2012

(Last correction: Edition No. 11 dated 01 Jun 2014)

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.

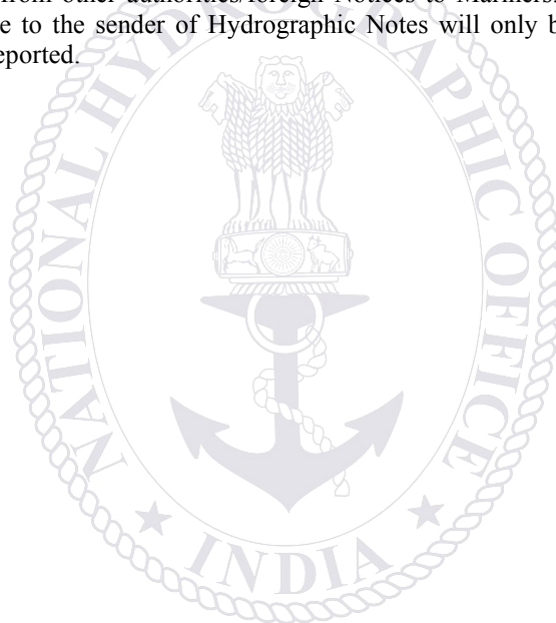
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be 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.



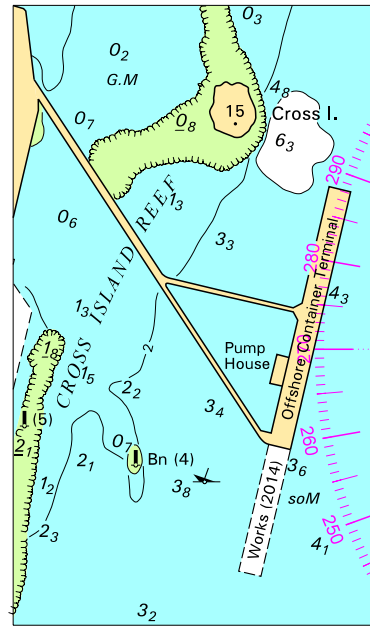
HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes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

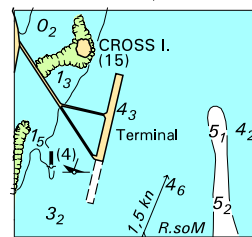
14. RESCUE & DISTRESS	
Salvage, Lifeboat, Life guards, etc	
15. SUPPLIES	
Fuel (Type, Quantities & Method of delivery)	
Fresh water (Method of delivery and Rate of supply)	
Provisions	
Chart agents	
16. COMMUNICATIONS	
Road, Rail and Air services available	
Nearest airport or airfield	
Port Radio and 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	

To accompany Indian Notices to Mariners No.129 /2014



Block Correction for Chart No. 2015

To accompany Indian Notices to Mariners No. 129 /2014



Block correction for Chart No. 2016



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