



INDIAN NOTICES TO MARINERS

EDITION NO. 21 DATED 01 NOV 2009

(CONTAINS NOTICES 342 TO 354)



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CONTENTS

Section No.	Title	Page No.
I.	List of Charts Affected	6
II.	Permanent Notices	7
III.	Temporary and Preliminary Notices	12
IV.	Marine Information	13
V.	Radio Navigational Warnings in force	14
VI.	Corrections to Sailing Directions	18
VII.	Corrections to List of Lights	20
VIII.	Corrections to List of Radio Signals	21
IX.	Reporting of Navigational Dangers	22

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 short comings 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**

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

Feedback: in的角度_marinesafety@dataone.in

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For the Indian Ocean Area
INSIST ON INDIAN CHARTS AND
PUBLICATIONS
Original, Authentic and most up-to-date



EXPLANATORY NOTES

Corrections to Charts and Publications. Section I comprises List of Charts affected by the notices contained in this edition. Where as 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 INT 1 (5020).
- (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. These corrections are not inserted on charts before they are issued to the users. 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 can not always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid over loading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

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.

INDIAN CHARTS AND PUBLICATIONS NOW
PUBLISHED AND AVAILABLE

(a) **New Edition Indian Chart.**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2015 (INT 7337)	15-10-2009	PORT OF MUMBAI Limits 18° 48'.00N; 72° 47'.55E. 18° 58'.78N; 72° 54'.85E.	20,000	3	Rs. 1527.00

(b) **Indian Charts Permanently Withdrawn.**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
2015 (INT 7337)	01-02-2001	PORT OF MUMBAI	2015	15-10-2009

(c) **Forthcoming Charts.**

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
356 (INT 7400)	CHENNAI TO RAMAYPATNAM	3,00,000	New Edition
2030	SRIVARDHAN AND BANKOT ANCHORAGES	25,000	New Edition
2036	MURUD JANJIRA HARBOUR	25,000	New Edition
2065	PORT DABHOL	15,000	New Chart
3026	APPROACHES TO VADAREVU AND NIZAMPATNAM BAY	80,000	New Edition
4014	RANGAT BAY TO DILIGENT STRAIT	60,000	New Edition

(d) **New Edition Electronic Navigational Charts.**

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Date of Publication</i>
IN52027R	2027	ROZI ANCHORAGE	30-06-2009
IN53013H	3013	HUGLI RIVER HALDIA TO KUKRAHATI REACH	15-05-2009

(e) **Electronic Navigational Charts Permanently Withdrawn.**

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Date of Publication</i>
IN52027R	2027	ROZI ANCHORAGE	15-07-2004
IN53013H	3013	HUGLI RIVER HALDIA TO KUKRAHATI REACH	30-09-2003

(f) **Forthcoming Electronic Navigational Charts (ENCs).**

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>
IN52076J	2076	JAWAHARLAL NEHRU PORT AND TROMBAY
IN53025P	3025	PORTO NOVO ANCHORAGE
IN52058C	2058	CANNANORE AND TELLICHERRY ANCHORAGES
IN42005G	2005	APPROACHES TO GODIA CREEK

Availability of ENCs.

The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP) and UKHO. UKHO distributes Indian ENCs through the world wide network of their agents and distributors. Details of UKHO agents / distributors may be obtained from UKHO web site www.ukho.gov.uk 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:

The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248001 Tele: +91-135- 2747365 Fax: +91-135-2748373 Email: inho@dataone.in Inho_marinesafety@dataone.in Website: www.hydrobharat.nic.in	Director, 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 Website: www.c-map.co.in
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	Director General Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:-gerry.larsson-fedde@statkart.no Website: - www.primar.org

SECTION – I

The list of charts affected by the Notices 342 to 354
contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
20	1	352
21	2	353(T),354(T)
22	3	354(T)
203 (INT 7319)	2	343,344
209	2	353(T)
210	2	353(T)
245	1	342,351
251(INT 7318)	2	344
254	2	353(T)
255 (INT 7334)	3	354(T)
256 (INT 7340)	3	354(T)
271	2	344
288	1	352
289	1	350,351
290	1	342,351
291	2	344
292 (INT 7021)	2	353(T),354(T)
293 (INT 7022)	3	354(T)
2002 (INT 7351)	3	346
2031	2	344
2035	4	345
2051	2	343
2060	2	343
2068	2	343,344
3001 (INT 7402)	5	347
4005	6	349
4013	6	348
7705 (INT 705)	1	353(T),354(T)
7706 (INT 706)	1	353(T),354(T)

SECTION – II
PERMANENT NOTICES

***342(21/09) OMAN - Northern Approaches to Port Sohar - Buoy. Radar beacon.**


Source: INM 220/06.

(HJ/1132/43)

Chart 290 [previous update 267/09]

Insert	 LFL.10s	(a)	24° 34'·90N., 56° 38'·00E.
	radar beacon, Racon (Q), at light-buoy		(a) above

Chart 245 [previous update 267/09]

Insert	 LFL.10s	(a)	24° 34'·90N., 56° 38'·00E.
	radar beacon, Racon (Q), at light-buoy		(a) above

***343(21/09) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Salaya Harbour – Restricted Area. Racon.**

Source: Vadinar Oil Terminal Limited.

(HJ/1131/20)

Chart 203 (INT 7319) [previous update 283/09]



Insert	“Anchoring and Trawling prohibited”,  , joining:	(a)	22° 33'·47N., 69° 39'·90E. 22° 33'·47N., 69° 39'·00E. 22° 27'·88N., 69° 39'·00E.
Delete	“Anchoring and Trawling prohibited”,  , joining:	(a)	above 22° 27'·60N., 69° 39'·90E.
	Racon (Racon B) at SBM		22° 30'·18N., 69° 39'·59E.

Chart 2068 [previous update 256/09]





















Insert	“Anchoring and Trawling prohibited”,  , joining:	(a)	22° 33'·47N., 69° 39'·90E. 22° 33'·47N., 69° 39'·00E. 22° 27'·88N., 69° 39'·00E.
Delete	“Anchoring and Trawling prohibited”,  , joining:	(a)	above 22° 26'·00N., 69° 39'·80E.
	Racon (Racon B) at SBM		22° 30'·18N., 69° 39'·59E.

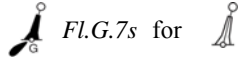
Chart 2060 [previous update 227/09]

Insert	“Anchoring and Trawling prohibited”,  , joining:	(a)	22° 33'·47N., 69° 39'·90E. 22° 33'·47N., 69° 39'·00E. 22° 27'·88N., 69° 39'·00E.
Delete	“Anchoring and Trawling prohibited”,  , joining:	(a)	above 22° 27'·37N., 69° 39'·83E.
	Racon (Racon B) at SBM		22° 30'·18N., 69° 39'·59E.

- *343/(21/09) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Salaya Harbour – Restricted Area. Racon (Continue).**
- Chart 2060 (Plan – Pathfinder Inlet)**[previous update 227/09]
- Insert “Anchoring and Trawling prohibited”, , joining: 22° 32′.54N., 69° 39′.90E. (N Border)
22° 27′.88N., 69° 39′.00E.
- Delete “Anchoring and Trawling prohibited”, , joining: 22° 32′.54N., 69° 39′.90E. (N Border)
22° 27′.37N., 69° 39′.83E.
- Racon (Racon B) at SBM 22° 30′.18N., 69° 39′.59E.
- Chart 2051**[previous update 237/09]
- Insert “Anchoring and Trawling prohibited”, , joining: (a) 22° 33′.47N., 69° 39′.81E.
22° 33′.47N., 69° 39′.01E.
22° 27′.92N., 69° 39′.01E.
- Delete “Anchoring and Trawling prohibited”, , joining: (a) above
22° 23′.70N., 69° 39′.81E.
- Racon (Racon B) at SBM 22° 30′.22N., 69° 39′.60E.
- *344/(21/09) INDIA – WEST COAST – Gulf of Kachchh – Okha Harbour – Wreck.**
- Source: INS Investigator ROS – A(N) – 251.
(HJ/1131/20)
- Chart 291** [previous update 277/09]
- Substitute  for  22° 31′.01N., 69° 04′.70E.
- Chart 271** [previous update 279/09]
- Insert  22° 31′.01N., 69° 04′.70E.
- Chart 251 (INT 7318)** [previous update 277/09]
- Insert  22° 31′.01N., 69° 04′.70E.
- Chart 203 (INT 7319)** [previous update 343/09]
- Substitute  for  22° 31′.01N., 69° 04′.70E.
- Chart 2068** [previous update 343/09]
- Substitute  for  22° 31′.01N., 69° 04′.70E.
- Chart 2031** [previous update 256/09]
- Substitute  for  22° 31′.01N., 69° 04′.70E.
- *345/(21/09) INDIA – LAKSHADWEEP SEA – Lakshadweep – Kalpeni and Cheriya Islands – Buoys. Lattice Beacon.**
- Source: INS Sutlej ROS D (N) – 186.
(HJ/1030/06)
- Chart 2035** [previous update NE 15 Jun 09]
- Substitute  FL.R.7s for  10° 07′.326N., 73° 38′.511E.
10° 06′.889N., 73° 38′.727E.
10° 06′.368N., 73° 38′.867E.
10° 05′.887N., 73° 38′.831E.
10° 05′.592N., 73° 38′.754E.

***345/(21/09) INDIA – LAKSHADWEEP SEA – Lakshadweep – Kalpani and Cheriyam Islands – Buoys. Lattice Beacon (Continue).**

Chart 2035 [previous update 15 Jun 09]



Fl.G.7s for



10° 07'·316N., 73° 38'·463E.

10° 06'·865N., 73° 38'·681E.

10° 06'·370N., 73° 38'·830E.

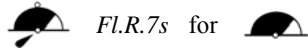
10° 05'·899N., 73° 38'·788E.

10° 05'·604N., 73° 38'·720E.

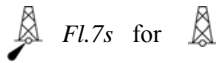
10° 08'·025N., 73° 38'·193E.

10° 06'·309N., 73° 38'·793E.

10° 07'·624N., 73° 38'·308E.



Fl.R.7s for



Fl.7s for



***346/(21/09) INDIA – WEST COAST– Port of Mangalore – Port limit. Legend.**

Source: Director of Ports and Inland Water Transport, Karwar.

(HJ/1030/25)

Chart 2002(INT 7351) [previous update 333/09]

Insert port limit, pecked line,-----, joining

(a) 12° 53'·70N, 74° 48'·80E.

(b) 12° 53'·70N, 74° 43'·70E.(W Border)

(c) 12° 49'·85N, 74° 45'·85E.

(d) 12° 49'·85N, 74° 50'·05E.

Legend, “ limit of port of Old Mangalore”, along:

(a)–(b) above

(b)–(c) above

(c)–(d) above

***347/(21/09) INDIA – EAST COAST – Approaches to Chennai – Waiting Area. Coastline.**

Source: NHO Dehradun.

(HJ/1029/39)

Chart 3001(INT 7402) [previous update 229/09]

Insert Limit of, Waiting Area – 1 , pecked line, joining:

13° 06'·57N., 80° 19'·42E.

13° 06'·57N., 80° 19'·92E.

13° 06'·37N., 80° 19'·92E.

13° 06'·37N., 80° 19'·42E.

Coastline, Firm line, Joining:

13° 06'·52N., 80° 17'·99E.

13° 06'·58N., 80° 18'·01E.

Delete Limit of, Waiting Area – 1 , pecked line, joining:

13° 06'·57N., 80° 19'·52E.

13° 06'·57N., 80° 19'·82E.

13° 06'·37N., 80° 19'·82E.

13° 06'·37N., 80° 19'·52E.

***348/(21/09) INDIA – ANDAMAN ISLANDS – Neill Island – Leading Line.**

Source: Hydrographic Note, IN LCU L-33.

(HJ/1028/16)

Chart 4013 (Plan – Neill Island Pier)[previous update 228/08]

Delete leading line, pecked line and firm line, with associated legend; “Murugan Temple & Coconut stump \neq 212”, from: 11° 50′·00N., 93° 01′·89E.
to: 11° 50′·88N., 93° 02′·45E.

***349/(21/09) INDIA – NICOBAR ISLAND – Nancowry Harbour and Approaches – Beacon.**

Source: Hydrographic Note, INS Guldar.

(HJ/928/86)

Chart 4005 [previous update NC 31 Dec 07]

Insert  8° 01′·980N., 93° 32′·760E.

350/(21/09) UNITED ARAB EMIRATES – Ra’s Hanjurah Westwards – Depths.

Source: BA Notice – 5835/09.

(HJ/1132/45)

Chart 289 [previous update 339/09]

Insert depth 9₄ enclosed by 10m contour (a) 24° 46′·9N., 54° 08′·9E.
Delete depth 10₃, close S of: (a) above

351/(21/09) OMAN – Port Sohar – Buoyage.

Source: BA Notice – 2837/09.

(HJ/1132/43)

Chart 289 [previous update 350/09]

Insert  Fl.Y.10s 24° 37′·0N., 56° 37′·5E.
24° 32′·9N., 56° 44′·0E.
24° 30′·8N., 56° 44′·0E.
24° 29′·8N., 56° 42′·2E.

Chart 290 [previous update 342/09]

Insert  Fl.Y.10s 24° 37′·0N., 56° 37′·5E.
24° 32′·9N., 56° 44′·0E.
24° 30′·8N., 56° 44′·0E.
24° 29′·8N., 56° 42′·2E.

Chart 245 [previous update 342/09]

Insert  Fl.Y.10s 24° 37′·0N., 56° 37′·5E.
24° 32′·9N., 56° 44′·0E.
24° 30′·8N., 56° 44′·0E.
24° 29′·8N., 56° 42′·2E.

352/(21/09) SAUDI ARABIA – East Coast – Khafjo – Oilfield Southwards and Jazo-rat Kara-n Eastwards – Depth. Platforms. Well.

Source: BA Notice – 5679/09.

(HJ/1132/70)

Chart 20 [previous update 339/09]

Insert 

27° 44'·4N., 50° 01'·6E.

28° 26'·8N., 49° 01'·0E.

Chart 288 [previous update 337/09]

Insert 

27° 44'·4N., 50° 01'·6E.

28° 26'·8N., 49° 01'·0E.



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***353(T)/(21/09) INDIA – WEST COAST – Off Umargam – Seismic Survey.**

Source: Navarea VIII Warning – 462/09.

(HJ/1130/07)

1. Seismic survey is in progress by Sagar Sandhani till 31 Dec 2009 in area bounded by following coordinates:

(a) 20-15.50N	072-00.43E	(b) 20-21.00N	072-14.00E
(c) 20-15.00N	072-16.00E	(d) 20-07.50N	072-02.00E
2. Vessel is towing two streamers of length 4600 metres each.
3. All vessels operating in vicinity are to maintain a clearance of 06 NM all around the vessel and exercise caution.
4. ***Cancel this notice on 01 Jan 2010.***

Charts affected – 21 – 292 (INT 7021) – 254 – 209 – 210 – 7705 (INT 705) – 7706 (INT 706).

***354(T)/(21/09) INDIA – WEST COAST – Off Mumbai – Seismic Survey.**

Source: Navarea VIII Warning – 466/09.

(HJ/1030/78)

1. Seismic survey will be carried out by Geowave Commander from 24 Oct 2009 to 22 Mar 2010 in area bounded by following coordinates:

(a) 17-44.00N	071-04.00E	(b) 18-31.00N	071-04.00E
(c) 18-31.00N	072-06.00E	(d) 17-44.00N	072-06.00E
2. The vessel will be towing six streamers of 8100 meters length each with one in number yellow coloured buoy with white flashing lights to mark the tail end cable. The seismic cables are immersed in water at between 5 to 7 meters. The vessel's call sign is LAKY6.
3. All vessels operating in the area are to maintain a clearance of 06 NM all around the vessel and exercise caution.
4. ***Cancel this notice on 23 Mar 2010.***

Charts affected – 21 – 22 – 292 (INT 7021) – 293 (INT 7022) – 255 (INT 7334) – 256 (INT 7340) – 7705 (INT 705) – 7706 (INT 706).

SECTION – IV
MARINE INFORMATION
MUMBAI NAVTEX COAST STATION

MSI Promulgation by Mumbai NAVTEX Coast Station position 19° 05'.00 N, 072° 50'.00 E is closed for maintenance.

(Source - NAVAREA VIII Warning 305/08)

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>	
<p>* Indicates C Map Norway AS has changed name to Jeppesen Marine Norway AS. Indicates C Map India has changed name to Jeppesen India.</p>		

SECTION – V**NAVAREA – VIII WARNING 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 – 2008.

2. Navarea VIII Warning inforce as on 29 Oct 09.

2009 Series: - 282 340 352 357 367 409 429 438 444 445 456 457 458 461 462 463 464
465 466 469 470 471 472 473 474 475 476 477 478

3. NAVAREA VIII Warnings issued during the period from 15 Oct 09 to 29 Oct 09 (both dates inclusive) are as tabulated below:-

452 to 455.	Cancelled.			
456.	Refer Navarea VIII message 445 of 2009. India East Coast – Bay of Bengal. Charts 31 32 355 INT 706. The rig Deep Sea Matdrill moved to new position 16-16.11N 081-52.30E.			
2.	Wide berth requested.			
457.	India West Coast – Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery from 0900 UTC to 1200 UTC on 27 Oct 2009, 0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC on 30 Oct 2009. Danger area bounded by			
(a)	09-57.50N	075-59.50E	(b)	09-57.70N 076-14.20E
(c)	09-44.00N	076-17.50E	(d)	09-42.50N 076-09.50E
2.	Safe flying height 10000 metres.			
3.	Cancel this message on 31 Oct 2009.			
458.	Andaman Sea – Lacam Harbour and Approaches. Charts 21 22 33 41 404 473 4015. Hydrographic survey in progress by hydrographic vessel till 20 Nov 2009 in area bounded by			
(a)	11-57.50N	092-54.40E	(b)	12-04.20N 092-54.40E
(c)	12-04.20N	093-03.60E	(d)	11-57.50N 093-03.60E
2.	Mariners to exercise caution.			
3.	Cancel this message on 21 Nov 2009.			
459-460.	Cancelled.			
461.	India East Coast – Off Suryalanka. Charts 31 32 355 3026 INT 706. Firing exercise by IAF Aircrafts from firing point 15-50.50N 080-29.50E between 0130 UTC to 1630 UTC on 28 Oct 2009 to 30 Oct 2009. Danger area an arc of 60 NM radius between 100 degree and 210 degree from firing point.			
2.	No over flight permissible over the danger area.			
3.	Cancel this message on 31 Oct 2009.			
462.	Cancel Navarea VIII message 460. India West Coast – Arabian Sea. Charts 22 209 210 254 INT 706. Seismic survey is in progress by Sagar Sandhani till 31 Dec 2009 in area bounded by			
(a)	20-15.50N	072-00.43E	(b)	20-21.00N 072-14.00E
(c)	20-15.00N	072-16.00E	(d)	20-07.50N 072-02.00E
2.	Vessel is towing two streamers of length 4600 metres each			
3.	All vessels operating in vicinity are to maintain a clearance of 06 NM all around the vessel and exercise caution			
4.	Cancel this message on 01 Jan 2010.			
463.	Refer Navarea VIII message 444 of 2009. India West Coast – Arabian Sea. Charts 21 22 202 210 251 254 255 271 291 INT 705. Following rigs moved to new positions			
	FG MC CLINTOCK	22-39.45N		068-29.61E
	JT ANGEL	19-19.36N		071-17.90E
	SAGAR SHAKTI	19-25.21N		071-11.56E
2.	Wide berth requested.			

<p>464. India East Coast- Chennai. Charts 32 33 313 356 357 3001 3004 INT 706. Firing exercise by Naval Coast Battery from position 13-07.28N 080-18.11E between 0530 UTC to 0730 UTC on 30 Oct 2009.</p> <p>2. Danger zone sector of 11 NM radius between 045 degree and 075 degree from gun position</p> <p>3. Safe flying height 12800 meters.</p> <p>4. Cancel this message on 31 Oct 2009.</p>												
<p>465. India West Coast – Mormugao. Charts 22 257 INT 705 INT 706. Firing practice by Naval aircraft between 0230 UTC to 1230 UTC from 01 Nov to 07 Nov 2009. Danger area bounded by</p> <table> <tr> <td>(a)</td> <td>15-13.00N</td> <td>073-57.00E</td> <td>(b)</td> <td>15-13.00N</td> <td>073-52.00E</td> </tr> <tr> <td>(c)</td> <td>15-11.00N</td> <td>073-57.00E</td> <td>(d)</td> <td>15-11.00N</td> <td>073-52.00E</td> </tr> </table> <p>2. Safe flying height 3500 metres</p> <p>3. Cancel this message on 08 Nov 2009.</p>	(a)	15-13.00N	073-57.00E	(b)	15-13.00N	073-52.00E	(c)	15-11.00N	073-57.00E	(d)	15-11.00N	073-52.00E
(a)	15-13.00N	073-57.00E	(b)	15-13.00N	073-52.00E							
(c)	15-11.00N	073-57.00E	(d)	15-11.00N	073-52.00E							
<p>466. India West Coast – Arabian Sea. Charts 21 22 255 256 292 INT 706 . Seismic survey will be carried out by Geowave Commander from 24 Oct 2009 to 22 Mar 2010 in area bounded by</p> <table> <tr> <td>(a)</td> <td>17-44.00N</td> <td>071-04.00E</td> <td>(b)</td> <td>18-31.00N</td> <td>071-04.00E</td> </tr> <tr> <td>(c)</td> <td>18-31.00N</td> <td>072-06.00E</td> <td>(d)</td> <td>17-44.00N</td> <td>072-06.00E</td> </tr> </table> <p>2. The vessel will be towing six steamers of 8100 meters length each with one in number yellow coloured buoy with white flashing lights to mark the tail end cable. The seismic cables are immersed in water at between 5 to 7 meters. The vessel's call sign is LAKY6</p> <p>3. All vessels operating in the area are to maintain a clearance of 06 NM all around the vessel and exercise caution</p> <p>4. Cancel this message on 23 Mar 2010.</p>	(a)	17-44.00N	071-04.00E	(b)	18-31.00N	071-04.00E	(c)	18-31.00N	072-06.00E	(d)	17-44.00N	072-06.00E
(a)	17-44.00N	071-04.00E	(b)	18-31.00N	071-04.00E							
(c)	18-31.00N	072-06.00E	(d)	17-44.00N	072-06.00E							
<p>467-468. Cancelled.</p>												
<p>469. India West Coast – Pigeon Island. Charts 22 216 257 272 293 2072 INT 706. Firing practice by Naval ships and air craft on Pigeon island between 0230 UTC to 0930 UTC from 01 Nov to 07 Nov and 15 Nov to 21 Nov 2009. Danger area 05 NM around Pigeon island</p> <p>2. Safe flying height 12000 metres.</p> <p>3. Cancel this message on 22 Nov 2009.</p>												
<p>470. Refer Navarea VIII message 444 of 2009. India west coast – Arabian Sea. Charts 21 210 253 254 292 2057 7072 INT 705. Following rigs moved to new positions</p> <table> <tr> <td>Aban III</td> <td>20-20.16N</td> <td>072-01.35E</td> </tr> <tr> <td>Discovery I</td> <td>19-11.99N</td> <td>072-11.00E</td> </tr> <tr> <td>Noble Charlie Yester</td> <td>19-28.96N</td> <td>071-19.63E</td> </tr> </table> <p>2. Wide berth requested.</p>	Aban III	20-20.16N	072-01.35E	Discovery I	19-11.99N	072-11.00E	Noble Charlie Yester	19-28.96N	071-19.63E			
Aban III	20-20.16N	072-01.35E										
Discovery I	19-11.99N	072-11.00E										
Noble Charlie Yester	19-28.96N	071-19.63E										

<p>471. India West Coast – Off Pipavav Bandar. Charts 21 22 253 254 292 INT 705. Seismic survey will be carried out by Pacific Sword from 28 Oct 09 to 26 Nov 09 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>20-35.3N</td> <td>071-27.8E</td> <td>(b)</td> <td>20-41.3N</td> <td>071-27.4E</td> </tr> <tr> <td>(c)</td> <td>21-02.2N</td> <td>072-00.9E</td> <td>(d)</td> <td>20-59.1N</td> <td>072-01.9E</td> </tr> <tr> <td>(e)</td> <td>20-52.1N</td> <td>071-50.9E</td> <td>(f)</td> <td>20-49.7N</td> <td>071-50.9E</td> </tr> </table> <p>2. Vessel will be towing two streamers of 2.5 NM length each approx 07 meters depth below the surface. Each trailing end are attached to trail buoy with radar reflectors and white flashing light spread over a width of approx 100 meters . Call sign of vessel is 9V5801.</p> <p>3. All vessels operating in the area to exercise caution and give wide berth at least 01 NM on either sides 02 NM ahead and 05 NM astern of the vessel.</p> <p>4. Mariners are advised to:-</p> <table border="0"> <tr> <td>(a)</td> <td>Keep well clear of survey area and follow the north/south bound recommended route by maintaining at least 1 to 2 NM east or west of this track depicted on the charts.</td> </tr> <tr> <td>(b)</td> <td>Keep listening watch on VHF channel 16 for safety message giving navigational warnings on the specialised operation conducted by vessel Pacific sword from 28 Oct to 26 Nov at an interval of 01 hour.</td> </tr> <tr> <td>(c)</td> <td>Vessel will also warn the shipping by all means of communication such as signaling appliances or Morse code light as prescribed in the collision regulation 1972. In the event of maritime traffic getting closer to the distance specified in para 3 above.</td> </tr> <tr> <td>(d)</td> <td>Chase boats guarding seismic survey vessel and streamers shall also direct shipping to keep clear of this vessel and streamers at all times during operations.</td> </tr> </table> <p>5. Cancel this message on 27 Nov 2009.</p>	(a)	20-35.3N	071-27.8E	(b)	20-41.3N	071-27.4E	(c)	21-02.2N	072-00.9E	(d)	20-59.1N	072-01.9E	(e)	20-52.1N	071-50.9E	(f)	20-49.7N	071-50.9E	(a)	Keep well clear of survey area and follow the north/south bound recommended route by maintaining at least 1 to 2 NM east or west of this track depicted on the charts.	(b)	Keep listening watch on VHF channel 16 for safety message giving navigational warnings on the specialised operation conducted by vessel Pacific sword from 28 Oct to 26 Nov at an interval of 01 hour.	(c)	Vessel will also warn the shipping by all means of communication such as signaling appliances or Morse code light as prescribed in the collision regulation 1972. In the event of maritime traffic getting closer to the distance specified in para 3 above.	(d)	Chase boats guarding seismic survey vessel and streamers shall also direct shipping to keep clear of this vessel and streamers at all times during operations.
(a)	20-35.3N	071-27.8E	(b)	20-41.3N	071-27.4E																					
(c)	21-02.2N	072-00.9E	(d)	20-59.1N	072-01.9E																					
(e)	20-52.1N	071-50.9E	(f)	20-49.7N	071-50.9E																					
(a)	Keep well clear of survey area and follow the north/south bound recommended route by maintaining at least 1 to 2 NM east or west of this track depicted on the charts.																									
(b)	Keep listening watch on VHF channel 16 for safety message giving navigational warnings on the specialised operation conducted by vessel Pacific sword from 28 Oct to 26 Nov at an interval of 01 hour.																									
(c)	Vessel will also warn the shipping by all means of communication such as signaling appliances or Morse code light as prescribed in the collision regulation 1972. In the event of maritime traffic getting closer to the distance specified in para 3 above.																									
(d)	Chase boats guarding seismic survey vessel and streamers shall also direct shipping to keep clear of this vessel and streamers at all times during operations.																									
<p>472. Refer Navarea VIII Message 445 of 2009. India East Coast – Bay of Bengal. Charts 31 32 355 356 357 INT 706 . Present position of oil rigs / drill ships as follows</p> <table border="0"> <tr> <td>DEEP WATER FRONTIER</td> <td>16-31.8N</td> <td>082-30.5E</td> </tr> <tr> <td>DEEP DRILLER 8</td> <td>11-30.2N</td> <td>079-56.1E</td> </tr> </table> <p>2. Wide berth requested.</p>	DEEP WATER FRONTIER	16-31.8N	082-30.5E	DEEP DRILLER 8	11-30.2N	079-56.1E																				
DEEP WATER FRONTIER	16-31.8N	082-30.5E																								
DEEP DRILLER 8	11-30.2N	079-56.1E																								
<p>473. India East Coast – Off Visakhapatnam. Charts 31 32 308 353 354 INT 706 . Survey vessel western pride will carry out 3D seismic data survey operation from 29 Oct 09 to 30 Oct 09 in the area bounded by following coordinates:-</p> <table border="0"> <tr> <td>(a)</td> <td>17-36.27N</td> <td>084-07.43E</td> <td>(b)</td> <td>17-31.42N</td> <td>084-15.12E</td> </tr> <tr> <td>(c)</td> <td>16-56.67N</td> <td>083-48.32E</td> <td>(d)</td> <td>17-01.52N</td> <td>083-40.67E</td> </tr> </table> <p>2. The vessel will tow eight streamers of 8000 meters length attached to a yellow coloured tail buoy with flashing light with radar reflectors at the end of the cable.</p> <p>3. All vessels operating in the area to exercise caution and give wide berth at least 06 nm all around the vessel.</p> <p>4. Cancel this message on 31 Oct 2009.</p>	(a)	17-36.27N	084-07.43E	(b)	17-31.42N	084-15.12E	(c)	16-56.67N	083-48.32E	(d)	17-01.52N	083-40.67E														
(a)	17-36.27N	084-07.43E	(b)	17-31.42N	084-15.12E																					
(c)	16-56.67N	083-48.32E	(d)	17-01.52N	083-40.67E																					
<p>474. India Andaman Sea – Great Nicobar Island. Charts 33 41 409 471 472 4007 4035 INT 706 INT 707. Hydrographic survey will be carried out by survey vessel from 30 Oct 09 to 26 Nov 09 in the area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>06-41.00N</td> <td>093-43.80E</td> <td>(b)</td> <td>06-41.00N</td> <td>093-58.60E</td> </tr> <tr> <td>(c)</td> <td>06-50.45N</td> <td>093-58.60E</td> <td>(d)</td> <td>06-50.45N</td> <td>093-43.80E</td> </tr> </table> <p>2. All vessels operating in vicinity are to maintain a safe distance from survey vessel and exercise caution.</p> <p>3. Cancel this message on 27 Nov 2009.</p>	(a)	06-41.00N	093-43.80E	(b)	06-41.00N	093-58.60E	(c)	06-50.45N	093-58.60E	(d)	06-50.45N	093-43.80E														
(a)	06-41.00N	093-43.80E	(b)	06-41.00N	093-58.60E																					
(c)	06-50.45N	093-58.60E	(d)	06-50.45N	093-43.80E																					

<p>475. India East Coast - Gopalpur. Charts 31 352 353 354 3005 INT 706. Firing exercise will be carried out on following dates</p>	
Date	Time
05 Nov to 07 Nov 2009	2330 UTC to 1800 UTC
<p>2. Danger area bounded by</p>	
(a) 19-14.60N 084-53.70E	(b) 19-37.05N 085-27.85E
(c) 18-46.05N 085-22.86E	
<p>and arc of 42 NM radius joining point (b) and (c)</p>	
<p>3. Safe flying height 6100 metres.</p>	
<p>4. Cancel this message on 08 Nov 2009.</p>	
<p>476. India East Coast– Off Suryalanka. Charts 31 32 355 3026 INT 706. Firing exercise by Air defence gun and missiles from firing point 15-50.50N 080-29.50E between 0130 UTC to 1630 UTC from 04 Nov 09 to 13 Nov 09 . Danger area an arc of 60 NM radius between 100 degree and 210 degree from firing point.</p>	
<p>2. No over flight and shipping activity permissible over the danger area.</p>	
<p>3. Cancel this message on 14 Nov 2009.</p>	
<p>477. India East Coast- Bay of Bengal. Charts 31 32 33 352 353 354 INT 706 INT 707 . Experimental flight vehicle launching scheduled from ITR launch complex between 1230 UTC to 1545 UTC from 06 Nov to 09 Nov 2009.</p>	
<p>2. Danger area a circular zone of 3.5 NM around point (O1) position 20-45.343N 087-05.370E. In addition to this the area covered by the polygon joining following coordinates:-</p>	
(O1) 20-45.34N 087-05.37E	(L1) 20-24.31N 087-24.17E
(L2) 20-01.86N 087-32.27E	(L3) 19-24.14N 089-07.27E
(L4) 04-02.92N 092-56.03E	(O2) 02-45.34N 088-47.12E
(R4) 03-20.88N 084-08.47E	(R3) 19-06.08N 085-20.54E
(R2) 19-58.09N 086-46.60E	(R1) 20-21.62N 086-50.66E
(O1) 20-45.34N 087-05.37E	
<p>3. No over flight and shipping activity is permissible within the above mentioned area.</p>	
<p>4. Cancel this message on 10 Nov 2009.</p>	
<p>478. India East Coast – Off Visakhapatnam. Charts 31 32 308 353 354 INT 706. Survey vessel western pride will carry out 3D seismic data survey from 31 Oct 09 to 30 Nov 09 in area bounded by the following coordinates:-</p>	
(a) 16-22.00N 084-26.00E	(b) 16-22.00N 084-39.00E
(c) 17-12.00N 085-08.00E	(d) 17-33.00N 085-08.00E
<p>2. Vessel will tow eight streamers of 8000 metres length attached to a yellow coloured tail buoy with flashing light with radar reflectors at the end of the cable.</p>	
<p>3. All vessels operating in the area to exercise caution and give wide berth at least 06 nm all around the vessel.</p>	
<p>4. Cancel this message on 01 Dec 2009.</p>	
<p>479. Cancelled.</p>	

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

Bay of Bengal Pilot (INP-2)

Chapter-9 (Page-307 to 308)

Source: INS Darshak ROS [M(N)-84]

Delete Article 9.4, Para 1 to 6 and replace by

1 Sawai Bay. This can be approached/entered between Keating Point and Hog Point.



(Photo Courtesy: INHO)

Mus Wharf, Sawai Bay

Mus Wharf, a sheltered wharf with a berthing face of 90m and adjoining jetty with a berthing face of 75m juts out into the northern side of the bay from the promontory of Mus. The wharf with breakwater protecting it lies one mile S of **Keating Light**. The wharf has an alongside depth of around 9.5m.

The Mus Breakwater Light (Fl W 10s, 8m, 3M) is exhibited from a square concrete pillar at the head of the breakwater.



(Photo Courtesy: INS Darshak)

Lattice Mast at Big Lapati

A lattice mast tower with red and white bands at Big Lapati, a small village located about two Kms SW of Mus Harbour.



(Photo Courtesy: INS Darshak)

Dolphin Beacon, Mus Bay

A total of four concrete dolphin beacons were laid in the harbour to form a curve which acts as a limiting danger line for ships entering harbour. The beacons are in dilapidated condition post Tsunami in 2004.



(Photo Courtesy: INS Darshak)

Keating Point Light House and Lattice mast

2 Keating Point Light. (9° 15'.4N, 92° 46'.5E), is exhibited from a white round metal tower with red bands on Keating Point. A racon transmit from the light-tower.

A lattice mast of an approximate height of 35m above the high water line was observed to be reconstructed north of the light house.

Shoal Patch. A 9.6m shoal patch lies in general depths of 11.5m, 10.6 cables SW and a 4.6m shoal patch lies 9 cables SSW of Keating Point.

3 Anchorage. may be obtained in a depth of 20m about 1.4 miles SW of Keating Point, the bottom is coral rock covered by a thin layer of sand. Another anchorage is present 7 cables E of Keating light at depths of 12m. However this is an open anchorage.

4 Landing. may be affected in the sandy patch inside Mus harbour.

5 Tidal Stream. Off Sawai Bay, tidal stream sets NE with the rising tide.

6 Weather. The weather is seasonal during NE and SW monsoon.

Page 308, Article 9.4, Insert after Para 14

15 Reconstruction work of the port is progressing albeit at a very slow pace and is coordinated by the Andaman and Lakshadweep Harbour Works (ALHW) office at Mus, headed by an Assistant Engineer, who works under the Deputy Chief Engineer-IV, ALHW, Hut Bay (DCE). The DCE is the authority to be contacted regarding all developmental work related to the harbour. The contact address of the DCE-IV, ALHW, Hut Bay is as follows:

Mr. TN Krishnamoorthi
Deputy Chief Engineer – IV,
Andaman and Lakshadweep Harbour Works,
Hut Bay
Little Andaman Is.
Fax : 03192 – 284484
Email : tnkdcealhw@gmail.com
Web : www.alhw-and.nic.in

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

(Last correction: Edition No. 07 dated 01 Apr 2009)

NIL

INP 31(2), 2007

(Last correction: Edition No. 14 dated 16 Jul 2009)

PAGE 30, INDIA section. :

Delete

Vadinar SPM-III Racon

22°30'·18N 69°39'·59E

78835

B

Vadinar Oil Terminal Limited.

21/09

BA, VOLUME 3 Part 1, NP 283(1), 2006/07

(Last correction: Edition No. 15 dated 01Aug 2006)

NIL

INP 31(5), 1997

(Last correction: Edition No. 07 dated 01 Apr 09)

NIL

INP 31(6), 2005

(Last correction: Edition No. 20 dated 16 Oct 2009)

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@dataone.in; inho_marinesafety@dataone.in
Fax No.: +91-0135- 2748373
WEB: www.hydrobharat.nic.in

Instructions for filling up IH 102 (Overleaf)

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. When a position is defined by bearings (true or magnetic to be specified) more than two bearings should be used in order to provide a check. Distances observed by Radar should be corrected for index errors. Latitude and Longitude obtained from GPS / DGPS should specify the datum (WGS 84 or other). A copy / tracing from the largest scale chart may be used for forwarding details, with the corrections and additions being shown thereon in red.

Depth Reporting

4. When soundings are obtained using Echo Sounders, the echo-gram should be duly annotated with date, time, position and depth, etc., before enclosing it with the Form IH 102. It is important to state whether 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 applied where necessary. The make, name and type of echo sounder should also be given. Care should be taken to set the echo sounder to the largest scale / phase, so as to obtain maximum details of echo of the feature. Efforts should be made to identify and negate false echoes if any.

5. Reports, which cannot be confirmed or are lacking in certain details should not be withheld. Limitations or shortcomings should be duly notified in the form.

6. Reports on shoal soundings, uncharted dangers and navigational aids out of order should be reported through fastest available means at the mariner's discretion, and also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 50 metres should be of sufficient importance to justify a radio message.

7. Port information should be forwarded on form IH 102a together with IH 102. Form 102a contains the information required for Sailing Direction and should be used as an *aide memoir*. Where there is insufficient space on the form, additional sheet should be used.

Please Note: - The receipt of all Hydrographic Notes will be duly acknowledged by the Hydrographic Office. Normally, the sender's ship or name is quoted as the source when the Notices to Mariners reporting the change is issued, unless the information is received through a foreign Notices to Mariners. Further communication from the Hydrographic Office to the sender of the hydrographic note will only be necessary to verify unusual features or abnormal values reported.

I.H. 102 (Revised 2003)**HYDROGRAPHIC NOTE****(For Reporting Navigational Dangers/ Changes observed at Sea by Mariners)**

1. Name of ship or sender	
2. Address of sender	
(i) E-mail	
(ii) Fax No.	
(iii) Tel. No.	
3. General Locality	
4. Chart / Publication Affected:	
(i) Chart published by INHO / UKHO / other (Specify).	
(ii) Chart No.	
(iii) Edition Date.	
(iv) Latest Edition of Indian N to M held	
5. Details of Changes / Dangers Observed.	
Object of Change.	
(i) Date/Time of observation	
(ii) Charted Observed	
(iii) Position/Area	
(a) Bathymetry:	
(i) Depth	
(ii) Depth Contour	
(iii) Channel Depth	
(b) Navigational Dangers:	
(i) New Shoals	
(ii) New Rocks	
(iii) New Reefs	
(iv) New Wrecks	
(v) New Nav-aid (Specify)	
(c) Casualties to existing Nav-Aids:	
(i) Buoys	
(ii) Lights	
(iii) Fog signals	
(iv) Racons	
(v) Transit Marks	
(vi) Leading Lines	
(vii) Clearance bearings	
(d) Designated Areas:	
(i) Exercise Areas	
(ii) Prohibited Areas	
(iii) Pilot Station	
(iv) Anchorage	
(v) Foul Ground	

(e) Port Information:	
(i) Berthing	
(ii) Cranage	
(iii) Tugs	
(iv) Dry Docks	
(v) Repair Facilities	
(vi) Pilotage	
(vii) Fuel	
(viii) Water	
(ix) Any other (Specify)	
(f) Environmental Data	
(i) Met information	
(ii) Tides and Tidal Stream	
(iii) Pollutants	
(iv) Effluents	
(v) Marine Life / Habitats	
(g) Other changes, if any, with Details:	
6.Information on the Positions of Danger / Changes Reported above:	
(a) Positioning System used	
(b) Datum [WGS/Everest/ Local (Specify)]	
(c) Accompanying plots / photographs if any	
7.Information on the Soundings / Depths Reported above:	
(a) Echo Sounder (Type) used	
(b) Draught of Vessel set on Echo Sounder	
(c) Observed water depth vis-à-vis charted depth	
(d) Echo-gram accompanying this report: Yes / No	
(e) Whether voltage drop existed in equipment at observation time	
(f) Data and Time of depth observation	
8. Limitations if any in Reporting the changes above	

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(Name & Designation)

Checked by
(Name & Designation)

Place
Date

Please Note:

1. Please see Section IX for Instructions for filling up this form.
2. Photograph / Sketches / Diagram, etc duly annotated will be useful supporting document.
3. Please rush this information to the Chief Hydrographer to the Govt. of India at the address given above, by the fastest available means.

I.H. 102a (Revised 2003)**HYDROGRAPHIC NOTE FOR PORT INFORMATION****(For Reporting Changes to Port Information)**

(I.H. 102 is also to accompany this note)

1 Name and Address of the Port.	
(a) Name	
(b) Address	
(c) Phone No's	
(d) Web Site	
(e) E Mail	
2 General Remarks	
(a) Principal activities and trade	
(b) Number of ships and tonnage handled per year	
(c) Maximum size of draught of vessel handled	
(d) Soft copy of port handbook	
3 Anchorages	
(a) Type/Purpose	
(b) Minimum depth	
(c) Shelter afforded	
(d) Holding Ground	
(e) Recommended Pilotage to the anchorages	
(f) Request Pilots appreciation to the approach of anchorage area	
4 Pilotage	
(a) Authority for request	
(b) Embarkation Position	
(c) Regulations	
(d) Documents to be provided	
(e) Request Pilots appreciation to the approach of inner harbor and berths.	
(f) Information on Vessel Traffic Management System (VTMS).	
(g) Navigational aid	
(i) List of beacons	
(ii) Buoys	
(iii) Lighthouses	
(iv) Any other information	
5 Directions	
(a) Entry and berthing information	
(b) Tides (Range of the tides)	
(c) Tidal stream information in the area	
(d) Type of season (max/min temperature, rain fall, wind speed and direction)	
6 Pollution Control	
Local regulation in force (if any)	

7 Tugs	
(a) Number available/Type	
(b) Maximum HP/Bollard Pull	
(c) Requesting authority	
(d) Availability times	
(e) Communication with tugs	
(f) Hiring charges	
8 Berthing and wharves	
(a) Type & number of berths available	
(b) Length	
(c) Depth alongside	
(d) Facilities available	
(e) Procedure for requesting berth and hiring charges.	
9 Cargo Handling	
(a) Containers	
(b) Lighters	
(c) Roll on / Roll off etc.	
10 Cranes	
(a) Brief details max lifting capacity, height of boom at warf level and outreach	
(b) Container handling facilities.	
11 Bridges	
Vertical clearance	
12 Repairs	
(a) Hull machinery and underwater	
(b) Ship and boat yards	
(c) Docking or slipway facilities (size or dimensions of vessels handled)	
(d) Hards and ramps	
(e) Divers/Diving Assistance	
13 Rescue and distress	
(a) Salvage, lifeboats, life guards etc	
14 Supplies	
(a) Fuel (type and quantities available)	
(b) Fresh water and rate of supply	
(c) Provisions	
(d) Chart agents	
15 Services	
(a) Radio/telegram/fax /telephone	
(b) Internet	
(c) Medical	
(d) Quarantine	
(e) counsel	
(f) Ship chandlery and stevedores	
(g) Compass adjustment	
(h) Tank cleaning	
(j) Hull painting	
(k) Police	
(l) Ambulance	

(m) Fire fighting (fixed and mobile facilities)	
(n) Navigational warning and weather bulletin	
(p) garbage disposal	
(q) Waste oil disposal	
(r) Helicopter landing facilities	
16 Communications	
(a) Road, rail and air services available	
(b) Nearest airport or airfield	
(c) Port radio and information service (Frequencies and operating hours)	
17 Port Authority	
Designation, address and phone number	
18 Security	
(a) Security of ports/ International Ship and Port Facility (ISPS) competence	
(b) Container Security Initiative (CSI)	
(c) Custom and Immigration regulation in ports	
19 Small craft facilities	
(a) Information and facilities for small craft yachts visiting the port	
(b) Yacht clubs, berths etc	
20 Shore leave	
21 Clubs recreation	
(a) information kiosk (location)	
(b) Foreign exchange firms/banks (within/near port area)	
(c) Places of interest near port	
(d) Hotels/ restaurants (Type of food served e.g Chinese, continental etc)	
22 Views (duly annotated), photographs (where permitted) of the approaches, leading marks, the entrance to the harbor etc.	
23 Any other information considered to be useful for the mariners	

Filled By
(Name & Designation)

Checked by
(Name & Designation)

Place
Date