



INDIAN NOTICES TO MARINERS



EDITION NO. 03 DATED 01 FEB 2010
(CONTAINS NOTICES 051 TO 064)

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

FEEDBACK: inho_marinesafety@dataone.in



For Indian Ocean Area
INSIST ON INDIAN CHARTS AND
PUBLICATIONS
Original, Authentic and Up-to-Date



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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**



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 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 cannot always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid over loading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

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

(a) 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

(e) Forthcoming Electronic Navigational Charts (ENCs).

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>
IN43026A	3026	APPROACHES TO VADAREVU AND NIZAMPATNAM BAY
IN43034A	3034	APPROACHES TO KRISHNAPATNAM
IN42072S	2072	SHIRALI AND BHATKAL
IN63034K	3034	KRISHNAPATNAM PORT

Availability of ENCs.

The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian. UKHO distributes Indian ENCs 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:

<p>The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248001 Uttarakhand, India Tele: +91-135- 2747365 Fax: +91-135-2748373 Email: inho@dataone.in in角度_marinesafety@dataone.in Website: www.hydrobharat.nic.in</p>	<p>Director, JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 India Ph: 91-22- 65103668 Fax: 91- 22- 67939504 Email: info@c-map.co.in Website: www.c-map.co.in</p>
<p>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</p>	<p>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</p>

SECTION – I

The list of charts affected by the Notices 051 to 064 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
22 (INT 752)	3	052
200	2	062
202	2	064(T)
203 (INT 7319)	2	063(T),064(T)
211	3	055
215	3	052,053
216	3	052,053
251 (INT 7318)	2	064(T)
252 (INT 7325)	2	064(T)
255 (INT 7334)	3	055
257 (INT 7343)	3	052
271	2	064(T)
286	1	060
288	1	061
289	1	061
291	2	064(T)
292 (INT 7021)	2	055
293 (INT 7022)	3	052,055
357 (INT 7397)	5	056
2009	3	052,053
2016 (INT 7336)	3	055
2023	4	051
2031	2	064(T)
2049	2	062
2068	2	063(T),064(T)
2074	3	054
2077	3	054
3033	5	057
4039	6	058
7704 (INT 704)	1	059
8010	1	060

SECTION – II
PERMANENT NOTICES

***051/(03/10) INDIA – LAKSHADWEEP – Kavaratti Island – Light.**

Source: NHO Dehradun.

(HJ/1030/17)

Chart 2023 (Plan – Kiltan Island) [previous update NE 31 Jul 09]

Amend light to, *Fl.G.3s.3m7M*

11° 29′.55N., 72° 59′.82E.

***052 (03/10) INDIA – West Coast – Belkeri Anchorage – Buoy.**

Source: INS Jamuna.

(HJ/1030/45)

Chart 22 (INT752) [previous update 043/10]

Substitute  for  Fl.10s.3M 14° 42′.25N., 74° 12′.66E.

Chart 293 (INT7022) [previous update 043/10]

Substitute  for  Fl.10s.3M 14° 42′.25N., 74° 12′.66E.

Chart 257 (INT 7343) [previous update 031/10]

Substitute  for  Fl.10s.3M 14° 42′.25N., 74° 12′.66E.

Chart 215 [previous update 213/09]

Substitute  for  Fl.10s.3M 14° 42′.25N., 74° 12′.66E.

Chart 216 [previous update 308/09]

Substitute  for  Fl.10s.3M 14° 42′.25N., 74° 12′.66E.

Chart 2009 [previous update 359/08]

Substitute  for  Fl.10s.3M 14° 42′.25N., 74° 12′.66E.

***053(03/10) INDIA - WEST COAST – Belekeri Anchorage – Wreck. Buoy.**

Source: INS Jamuna

(HJ/1030/45)

Chart 215 [previous update 052/10]

Insert  (a) 14° 41′.87N., 074° 14′.04E
 close N of: (a) above

Chart 216 [previous update 052/10]

Insert  close N of: 14° 41′.87N., 074° 14′.04E (Wreck)

Chart 2009 [previous update 052/10]

Insert  close N of: 14° 41′.87N., 074° 14′.04E (Wreck)

***054/(03/10) INDIA – WEST COAST – Pawas Bay – Ranpar Port – Buoys.**

Source: Ranpar Port.

(HJ/1030/66)

Chart 2077 [previous update 371/09]

Insert	 Q.Y	16° 53′.45N., 73° 16′.60E.
Amend	buoy to, Iso.10s	16° 52′.42N., 73° 15′.80E.
	FL.Y.3s	16° 53′.48N., 73° 17′.70E.
	FL.Y.3s	16° 53′.63N., 73° 17′.45E.

Chart 2074 [previous update 371/09]

Insert	 Q.Y	16° 53′.45N., 73° 16′.60E.
Amend	buoy to, Iso.10s	16° 52′.42N., 73° 15′.80E.
	FL.Y.3s	16° 53′.48N., 73° 17′.70E.
	FL.Y.3s	16° 53′.63N., 73° 17′.45E.

***055/(03/10) INDIA – West Coast – Inner Approach to Mumbai – Wreck.**

Source: ROS INS Investigator.

(HJ/1030/87)

Chart 292 (INT 7021) [previous update 263/09]

Delete	 PA	18° 52′.0N., 72° 37′.0E.
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Chart 293 (INT 7022) [previous update 052/10]

Delete	 PA	18° 52′.0N., 72° 37′.0E.
--------	--	--------------------------

Chart 255 (INT 7334) [previous update 390/09]

Delete	 PA	18° 52′.0N., 72° 37′.0E.
--------	--	--------------------------

Chart 211 [previous update 390/09]

Delete	 PA	18° 52′.0N., 72° 37′.0E.
--------	--	--------------------------

Chart 2016 (INT 7336) [previous update 390/09]

Delete	 PA	18° 52′.0N., 72° 37′.0E.
--------	--	--------------------------

***056/(03/10) INDIA – EAST COAST – Point Calimere to Chennai – Kaveri – Port Limit. Legend.**

Source: Tamilnadu Maritime Board.

(HJ/1029/10)

Chart 357[previous update 047/10]

Insert	port limit, -----, joining:	(a) 11° 07′.60N., 79° 51′.45E.(Shore)
		(b) 11° 08′.00N., 79° 52′.00E.
		(c) 11° 08′.00N., 79° 54′.00E.
		(d) 11° 07′.55N., 79° 54′.00E.
		(e) 11° 07′.43N., 79° 51′.45E.(Shore)

Legend, “Kaveri Port Limit”, within:

(a) – (e) above

***057/(03/10) INDIA – EAST COAST – Karaikal Anchorage – Legends. Anchorage Area.**

Source: NHO Dehradun.

(HJ/1030/10)

Chart 3033[previous update NC 31 Dec 09]

Insert Circular limit of anchorage area, radius 0.12NM centered on: (a) 10° 51′.85N., 79° 52′.95E.

Amend Legend, (2009) for (2007), centered on: 10° 50′.70N., 79° 50′.98E.
10° 49′.72N., 79° 51′.04E.

Legend, “Chemplast Terminal Control” for “Chemplast PCT”, centered on: 10° 50′.95N., 79° 50′.77E.

Delete Legend, “Under Construction (2007)”, centered on: 10° 49′.75N., 79° 50′.55E.
10° 49′.55N., 79° 50′.84E.

Circular limit of anchorage area, radius 0.08 NM centered on: (a) above

Chart 3033 (Plan – Karaikal Port) [previous update NC 31 Dec 09]

Amend Legend, (2009) for (2007), centered on: 10° 50′.70N., 79° 50′.01E.
10° 49′.75N., 79° 51′.04E.
10° 49′.71N., 79° 50′.64E.

Legend, “Chemplast Terminal Control” for “Chemplast PCT”, centered on: 10° 50′.95N., 79° 50′.77E.

Delete Legend, “Under Construction (2007)”, centered on: 10° 49′.81N., 79° 50′.60E.
10° 49′.54N., 79° 50′.80E.

***058/(03/10) INDIA – NICOBAR ISLAND – Campbell Bay – Jetty.**

Source: INS Sarvekshak.

(HJ/928/76)

Chart 4039[previous update 256/08]

Insert jetty, firm line, joining: 6° 59′.532N., 93° 56′.334E.
6° 59′.479N., 93° 56′.274E.
and
6° 59′.505N., 93° 56′.304E.
6° 59′.486N., 93° 56′.322E.(Shore)

*Former INM 246(P)/08 is cancelled.***059/(03/10) RED SEA – Egypt – Sudan – Legends. International boundary.**

Source: BA Notice – 555/10.

(HJ/1134/26)

Chart 7704 (INT 704) [previous update 379/09]

Insert international boundary, pecked line, joining: 22° 00′.0N., 33° 08′.0E.
(existing boundary)
22° 00′.0N., 36° 53′.0E. (shore)

legend, Boundary (Disputed), centered on: 22° 03′.0N., 35° 00′.0E.

legend, Under Egyptian administration, centered on: 21° 55′.0N., 33° 42′.5E.

legend, Under Sudanese administration, centered on: 22° 24′.0N., 35° 40′.0E.

060/(03/10) GULF OF ADEN – Yemen – South Coast – Legend. Buoyage. Cautionary note. Fish havens.

Source: BA Notice – 336/10.

(HJ/1033/31)

Chart 286 [previous update 394/09]



Insert	legend, <i>FISHING AGGREGATING DEVICES (FADS)</i> (See Note), centered on:	13° 55′.0N., 48° 20′.0E.
	Accompanying note, <i>FISHING AGGREGATING DEVICES (FADS)</i> , centered on:	14° 57′.0N., 48° 30′.0E.
Delete		13° 55′.7N., 48° 07′.1E. 13° 56′.7N., 48° 13′.8E. 13° 57′.5N., 48° 16′.5E. 13° 56′.0N., 48° 21′.2E. 13° 58′.5N., 48° 26′.4E.

Chart 8010 [previous update 379/09]

Insert	legend, <i>FISHING AGGREGATING DEVICES (FADS)</i> (See Note), centered on:	13° 55′.0N., 48° 05′.0E.
	Accompanying note, <i>FISHING AGGREGATING DEVICES (FADS)</i> , centered on:	14° 07′.0N., 45° 56′.0E.
Delete		13° 43′.3N., 47° 35′.5E. 13° 47′.7N., 47° 42′.8E. 13° 54′.5N., 47° 57′.5E. 13° 51′.1N., 47° 57′.3E. 13° 55′.7N., 48° 07′.1E. 13° 56′.7N., 48° 13′.8E. 13° 57′.5N., 48° 16′.5E. 13° 56′.0N., 48° 21′.2E. 13° 58′.5N., 48° 26′.4E. 13° 49′.5N., 48° 04′.1E. 13° 56′.1N., 48° 00′.0E. 14° 00′.9N., 48° 06′.2E.

061/(03/10) SAUDI ARABIA – East Coast – Ra's al Mish'ab Eastwards to Ra's Tannurah Northwards – Depths.

Source: BA Notice – 322/10.

(HJ/1133/80)

Chart 288 [previous update 036/10]

Insert	depth 30 ₅	28° 10′.2N., 49° 40′.9E.
	depth 31	28° 04′.9N., 49° 35′.2E.
	depth 15 ₉ , enclosed by 20m contour	27° 35′.9N., 49° 46′.1E.
	depth 20 ₇ and extend 50m contour N to enclose	(a) 27° 47′.9N., 50° 04′.2E.
	depth 38 and extend 50m contour S to enclose	(b) 27° 17′.3N., 50° 40′.8E.
Delete	depth 23, adjacent to:	(a) above
	depth 44, close N of:	(b) above

Chart 289 [previous update 036/10]

Insert	depth 38 and extend 50m contour S to enclose	(a) 27° 17′.3N., 50° 40′.8E.
Delete	depth 44, close N of:	(a) above

062/(03/10) ARABIAN SEA – COAST OF PAKISTAN – Approaches to Karachi – Spoil Ground. Legend.

Source: BA Notice – 415/10.

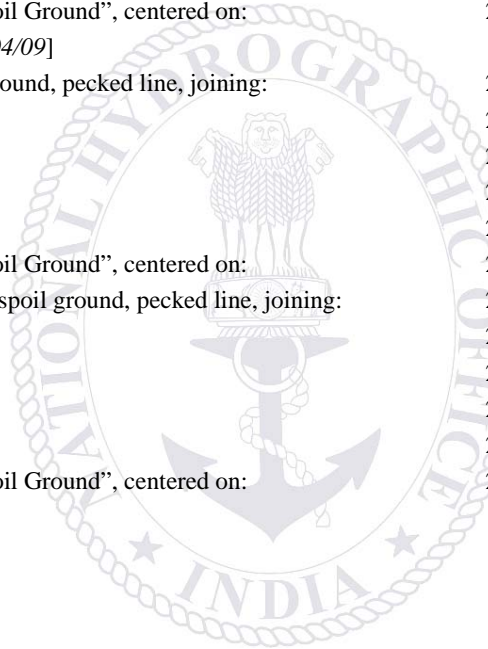
(HJ/1131/43)

Chart 200 [previous update 180/09]

Insert	limit of spoil ground, pecked line, joining:	24° 40′.0N., 66° 55′.3E.
		24° 40′.0N., 66° 54′.5E.
Delete	Legend, “B Spoil Ground”, centered on: former limit of spoil ground, pecked line, joining:	24° 38′.7N., 66° 54′.5E.
		24° 38′.7N., 66° 55′.9E.
		24° 40′.0N., 66° 55′.9E.
		24° 39′.3N., 66° 55′.2E.
		24° 40′.0N., 66° 55′.9E.
		24° 40′.0N., 66° 56′.5E.
		24° 41′.1N., 66° 56′.5E.
		24° 41′.1N., 66° 55′.3E.
Delete	Legend, “B Spoil Ground”, centered on:	24° 40′.0N., 66° 55′.3E.
		24° 40′.5N., 66° 55′.9E.

Chart 2049 [previous update 204/09]

Insert	limit of spoil ground, pecked line, joining:	24° 40′.0N., 66° 55′.3E.
		24° 40′.0N., 66° 54′.5E.
Delete	Legend, “B Spoil Ground”, centered on: former limit of spoil ground, pecked line, joining:	24° 38′.7N., 66° 54′.5E.
		24° 38′.7N., 66° 55′.9E.
		24° 40′.0N., 66° 55′.9E.
		24° 39′.3N., 66° 55′.2E.
		24° 40′.0N., 66° 55′.9E.
		24° 40′.0N., 66° 56′.5E.
		24° 41′.1N., 66° 56′.5E.
		24° 41′.1N., 66° 55′.3E.
Delete	Legend, “B Spoil Ground”, centered on:	24° 40′.0N., 66° 55′.3E.
		24° 40′.5N., 66° 55′.9E.



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***063(T)/(03/10) INDIA – WEST COAST – Gulf of Kachchh – Buoy.**

Source: DG Commcentre.

(HJ/1131/20)

1. VLCC Buoy in position 22° 35'·70N., 69° 16'·36E is adrift from its charted position, last known position 22° 35'·40N., 69° 21'·35E.
2. Mariners to exercise caution.
3. **Former INM 048(T)/09 is cancelled.**

Charts affected – 203(INT 7319) – 2068.

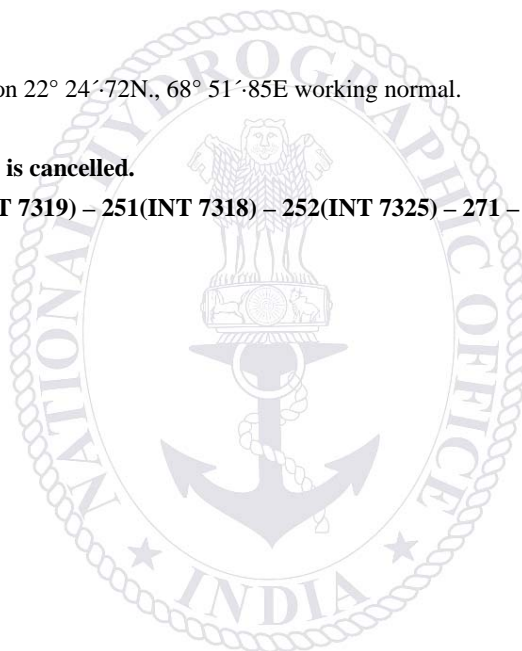
***064(T)/(03/10) INDIA – WEST COAST – Gulf of Kachchh – Buoy.**

Source: DLL Jamnagar

(HJ/1131/21)

1. Mithapur Buoy in position 22° 24'·72N., 68° 51'·85E working normal.
2. Mariners to take note.
3. **Former INM 049(T)/09 is cancelled.**

Charts affected – 202 - 203(INT 7319) – 251(INT 7318) – 252(INT 7325) – 271 – 291 - 2068 - 2031.



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 – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP-1) Chapter 5 (Page-170 and 171)

Page 170, Article 5.15, Para 3

Delete line 6, line 7 and Vilinjam Light Tower photograph.

Page 171

Delete Article 5.28 and replace by:

Vilinjam Harbour

Chart 2012(ENC IN52012V)

5.28



Photo Courtesy: INHO

Extract of ENC-IN52012V (Vilinjam Anchorage)

1 **Position.** Vilinjam Fishing Harbour lies in position (8° 22'.5 N, 76° 59'.5 E), around 1.5 miles SE of Kovalam.

2 **Port Limits.** The port limits are as follow:

- (a) 08° 24'.0 N, 76° 57'.5 E
- (b) 08° 24'.0 N, 77° 03'.0 E
- (c) 08° 20'.0 N, 77° 03'.0 E
- (d) 08° 20'.0 N, 76° 57'.5 E



Photo Courtesy: INS Suttlej

Port Wharf, Vilinjam Harbour

3 **Function.** It is a modern fishing harbour. The principle activity of the port is export/import of fishing products. Two breakwaters protect the harbour.

4 **Maximum size of vessels handled.** The port can handle vessels of about 4200 GRT with 4.5m draught.

5 **Pilotage.** No navigational marks are available for entering the port. The port can be entered only at the day time.

6 **Port Radio.** Port keeps watch on VHF.

7 **Land Marks.** The Vilinjam harbour area has numerous conspicuous objects all along the coast. These include Light Tower, Mosques, Churches, Radio Towers and resorts with prominent roofs, domes and chimneys. Few of them are as follows:



Photo Courtesy: INS Suttlej

Vilinjam Light Tower

- (a) **Vilinjam Light Tower.** Vilinjam Lighthouse (white round masonry tower, red bands, 36 m in height) (8° 22'.89 N, 76° 58'.82 E).

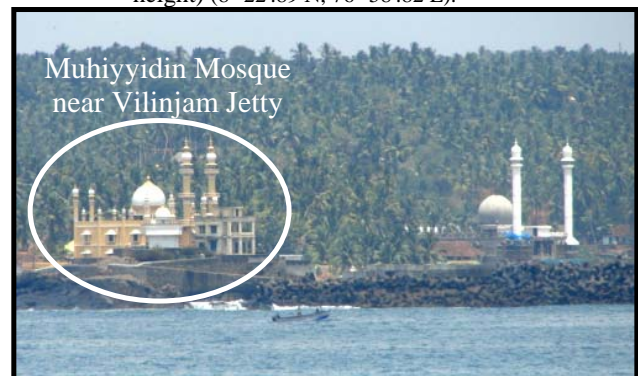


Photo Courtesy: INS Suttlej

Mosque near Vilinjam Harbour

- (b) **Muhiyyidin Mosque.** in position (08° 22'.59 N, 76° 59'.20 E)

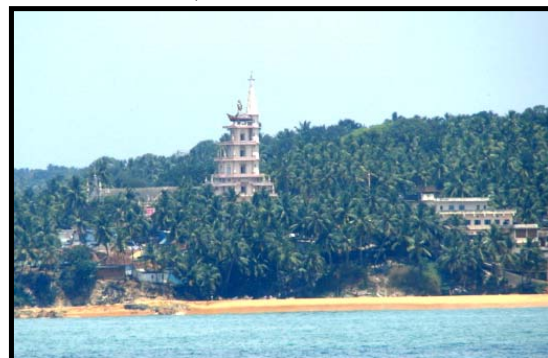


Photo Courtesy: INS Suttlej

Lady of Good Voyage Church near Vilinjam Harbour

- (c) **Lady of Good Voyage Church.** in position (08° 22'.67 N, 76° 59'.64 E).

8 **Navigational Aids.** Vilinjam Light Tower.

9 **Anchorage.**

Anchorage can be taken in depths of about 15m, fine sand with soft mud, 5 cables SSE of the harbour.



(Photo Courtesy: INS Suttlej)

Vilinjam Jetty under construction

10 **Berthing and Wharfs.** The harbour consists of one Port Wharf and one jetty (under construction), the details of which is as follows:

Sl.	Jetty	Length	Width
1	Port Wharf	80 m	10 m
2	Jetty under construction	87 m	12 m

11 **Facilities.** Fuel, fresh water and provisions are available on payment.

12 **Clubs/Recreation.** Beaches, resorts and pubs are available near the harbour.

13 **Development.** The Government of Kerala proposes to develop the harbour into commercial harbour of International standards for which more land area has been acquired. The construction of a new jetty is in progress with a proposed dimension of 87X12m with an alongside depth of 8m.

14 **Communications.**

Nearest Highway – NH47 (8.5km)

Nearest Railhead – Trivandrum (13km)

Nearest Airport – Trivandrum (15km)

(Both Domestic and International Airport)

15 **Port Authority.** is exercised by:

Mr Martin Jeaks

Purser

Port and Shipping Office

Vilinjam, Trivandrum

Kerala-695521

Phone: 91 0471 2480216

Mobile: 91 9746653925

Bay of Bengal Pilot (INP-2)
Chapter 2(Page 100 and 101)

Article 2.19a

Insert photograph after Para 3.



(Photo Courtesy: INS Darshak)

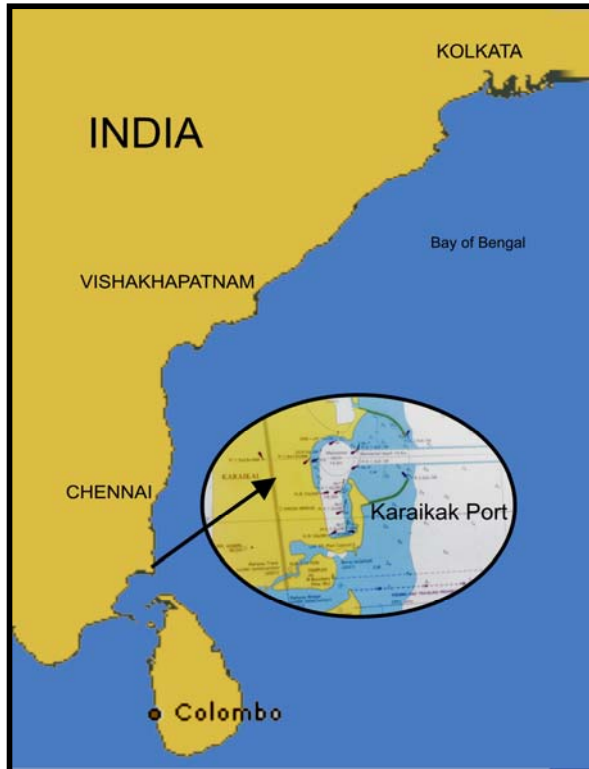
***Karaikal Chemplast Sanmar Marine Terminal Jetty,
South and North Head Light***

Delete article 2.21, 2.22, 2.23 and replace by:

Karaikal Port

2.21

Chart 357, 3033(ENC- IN 3357CM, ENC- IN63033C)



(Photo Courtesy: INHO)

Extract of Paper Chart 3033

1 **Position.** Karaikal Port (10° 50' N, 79° 51' E) is an ISPS compliant, all weather port situated about 1 mile south of Karaikal Chemplast Sanmar Terminal. The port is operated by Karaikal Port Private Ltd (KPPL). It is capable of accommodating fully laden vessels upto 80,000 dwt.

2 **Port Limits.** Karaikal Port Limits are as follows:

a	10° 52' 00" N	79° 51' 09" E
b	10° 50' 00" N	79° 51' 09" E
c	10° 50' 00" N	79° 57' 23" E
d	10° 52' 00" N	79° 57' 23" E

3 **Function.** The port handles varied cargo, such as Coal, Rice, Maize, Cement, Machineries etc. and no International

Maritime Dangerous Goods (IMDG) cargo is planned in near future.

4 **Topography.** The coast line is by and large straight with a few indentations caused by the rivers emptying into the sea. The sea coast is low lying and many areas are observed to be liable to flooding during higher high waters. The entire coastline is well vegetated by casuarinas/coconut palms and coniferous trees. There is no high rise building along the coast, however few newly constructed buildings at regular intervals popularly known as Tsunami Nagar are existing all along the coast around 1-1.5 km from the high water line towards the shore.

5 **Maximum size of vessels handled.** Maximum size of vessels handled, 225m (length), 65m (beam) 75000 dwt/draft 13.50m.

6 **Approach and Entry.** The Port is entered through the buoyed channel taking forward and aft transit on line (269.8°). The Outer Approach Channel to the port is 160m wide and 9600m long and the Inner Approach Channel is 160m wide and 600m long. Radius of turning circle is 190m.

7 **Port radio.** Karaikal Port Control on VHF channels 16/71 (24 hours).

8 **Pilotage.** Pilotage is compulsory for all vessels using the port. The vessel agent/ Port Operation Centre books for pilot providing a minimum of 3 hours notice. Pilot will be maintaining a watch on VHF CH-71 for communication with vessel. No movement is to be undertaken other than anchoring at designated anchorage without licensed pilot onboard.

9 **Pilot Embarkation Position.** Pilot boards at position 10° 50'.2N, 79° 57'.0E. IMO guidelines regarding pilot boarding arrangements to be complied with.

10 **Landmarks.**



(Photo Courtesy: INS Darshak)

Karaikal Light House

(a) **Karaikal Light House.** (10° 54'.9 N, 079° 51'.2 E) Karaikal light is exhibited from a white circular concrete tower 18m in height on the N bank of the Arasalar river about 1 cable within the entrance.

**Water Tank**

- (b) Water Tank - 10° 47'.91 N, 79° 50'.75 E
 (c) Mosque with green dome - 10° 48'.79 N, 79° 50'.93 E



(Photo Courtesy: INS Darshak)

Mosque with Green Dome

(Photo Courtesy: INS Darshak)

Nagore Dargah Minaret

- (d) Nagore Dargah Minaret - 10° 49'.10 N, 79° 50'.46 E
 (e) KPPL Sub Station - 10° 49'.73 N, 79° 50'.72 E
 (g) KPPL Port Control Tower - 10° 49'.83 N, 79° 51'.08 E

11 Navigational Aids.

(a) **Fairway Buoy.** A fairway buoy, Fl 1.5s 10M, exists in position (10° 50'.42 N, 079° 56'.59 E).

(b) **Channel Buoys.** The channel to Karaikal Port is demarcated by four pairs of channel marking buoys, the details of which is as follows:

Description	Position	Characteristics
Buoy No 1	10° 50'.41 N 79° 54'.97 E	Fl G 1.5s 5-7M
Buoy No 2	10° 50'.32 N 79° 54'.97 E	Fl R 1.5s 5-7M
Buoy No 3	10° 50'.41 N 79° 53'.70 E	Fl G 2.5s 5-7M
Buoy No 4	10° 50'.32 N 79° 53'.70 E	Fl R 2.5s 5-7M
Buoy No 5	10° 50'.40 N 79° 52'.43 E	Fl G 1.5s 5-7M
Buoy No 6	10° 50'.31 N 79° 52'.43 E	Fl R 1.5s 5-7M
Buoy No 7	10° 50'.40 N 79° 51'.13 E	Fl G 1.5s 5-7M
Buoy No 8	10° 50'.31 N 79° 51'.13 E	Fl R 1.5s 5-7M

(c) Transit Marks.

Description	Position	Characteristics
Forward Transit	10° 50'.35 N 79° 50'.84 E	Fl 1.5s 12m 5M
Aft Transit	10° 50'.35 N 79° 50'.58 E	Fl 1.5s 24m 5M

(d) Breakwater Lights.

(Photo Courtesy: INS Darshak)

Break Water Karaikal Port

Description	Position	Characteristics
North Breakwater Light	10° 50'.43 N 79° 51'.42 E	Fl G 2.5s 5-7M
South Breakwater Light	10° 50'.22 N 79° 51'.42 E	Fl R 2.5s 5-7M

(e) A number of buoys will be positioned to mark the limits of the dredged channel inside the harbour. The details of the buoys are as follows:

Position	Characteristics
10° 50'.45 N, 79° 51'.00 E	Q(6)+LFl 15s 2M
10° 50'.35 N, 79° 50'.90 E	Q(3) 10s 2M
10° 50'.15 N, 79° 50'.90 E	Fl R 10s 2M
10° 49'.90 N, 79° 50'.94 E	Fl R 10s 2M
10° 50'.17 N, 79° 51'.02 E	Fl R 1.5s 2M
10° 50'.05 N, 79° 51'.03 E	Fl R 1.5s 2M
10° 49'.93 N, 79° 51'.03 E	Fl R 1.5s 2M

2.22

1 Anchorages. Anchorage depth varies from 9m to 18m and provides good holding ground. The sea bed comprises of mud, fine sand and broken shells. The details of anchorages is as follows:

- (a) An anchorage exists in position (10° 48'.56 N, 79° 52'.96 E) in depth about 9m.
 (b) Vessels anchorage repairing area. A circle of radius 220m centered in position (10° 51'.85 N, 79° 52'.95 E) in depth about 11m.
 (c) Anchorage for vessels less than 12m draught. A circle of radius 0.5 mile centered in position (10° 51'.5 N, 79° 53'.5 E) in depth about 12m.
 (d) An anchorage exists for vessels more than 12m draught in depth about 12 to 18m, bounded by following coordinates:
 (a) 10° 51'.90 N, 79° 54'.03 E
 (b) 10° 51'.00 N, 79° 54'.03 E
 (c) 10° 51'.00 N, 79° 57'.00 E
 (d) 10° 51'.90 N, 79° 57'.00 E

2 Berthing and Wharves. The port consists of 2 berths 230m (in length) each, maintained depth alongside berth is 14.5m.

3 Tugs. Two tugs of 45 ton Bollard Pull capacity are presently available with the port. Tugs are available for 24 hours depending on shipping movement and can be requested through Port Operation Centre on VHF CH-71.

2.23

1 Tides. Tides in the Karaikal Port area is semi diurnal with two high and two low waters. It has mean spring range about 0.6m and a mean neap range about 0.3m.

2 Automatic Identification System. Universal Automatic Ship Identification has been installed at the Marine Control Tower and harbour tugs under port security system.

3 Pollution Control. Port tug is equipped with Oil Spill Dispersant (capacity 2000 Ltrs) which can be sprayed to disperse oil in case of pollution. In addition, oil spill containment equipments including 20 Ltrs OSD cans, absorbent pads etc. have been kept at strategic location to cope up with any contingency.

4 Harbour Facilities.

(a) **Rail Cargo.** The Port has a 1.7 km long railway siding with three lines capable of handling three million tonnes of traffic through rail.

(b) **Cranes.** Two Mobile Harbour Cranes of SWL 100 MT are available with the port.

(c) **Repairs.** Dedicated anchorage for minor repairs available at Nagapattinam. Nearest Dry Dock is at Chennai and the same can be arranged with sufficient notice.

(d) **Bathymetric Survey.** Dedicated survey boat with sophisticated survey equipments is available with the port for conducting regular Hydrographic/ Bathymetric Surveys.

(e) **Diving Assistance.** The port can arrange diving assistance with sufficient notice.

5 Supplies. Fuel, Freshwater, Provisions, Charts and Publications can be arranged through agents.

6 Search & Rescue. The port has tie ups with Maritime Rescue Coordination Center, Chennai.

7 Services. Medical, Ambulance, Quarantine, Fire Fighting, Navigational warnings and weather bulletins (through VHF on request), Garbage Disposal, French Consulate (in Pondicherry), Ship Chandlery (through agents), Stevedoring (of all kinds), Compass Adjustment (may be arranged through agent) are available on request at Port Control.

8 Shore Leave. Shore leave to ships crew (through agents) may be granted by Immigration authorities.

9 Clubs/Recreation Facilities. Various restaurants are located in Karaikal Town within 10 km of the port.

10 Communications.

Nearest Highway – NH 45A, NH 67 (10km)

Nearest Railhead – Nagore (10km)

Nearest Airport – Tiruchirapalli (168km)

11 Weather. Karaikal has an annual rain fall of about 126 cm, 68% of which occur in during October to December. December and January are the coolest months, during this period temperature ranges from a maximum of 28° C to a minimum of 23° C. Lowest recorded temperature is 16° C.

12 Development. Karaikal Port has commenced Phase II of its operations that envisages three berths and mechanized coal berths to handle a capacity of 21 million tones.

13 Port Authorities. The port authority is exercised by:

Capt. Vetrivel Ramadoss

PFSO & G.M. Marine

Regd. Office, Karaikal Port Private Ltd.

Post Box No. 33

Karaikal

Pondicherry (U.T) – 609 602

Mobile : +91-9790960448

Fax: +91-4365-256603

Email: vetrivelramadoss@marggroup.com

website: www.karaikalport.com

Bay of Bengal Pilot (INP-2)

Chapter 3(Page 142 - 146)

Page – 142, Article 3.25, Insert

(ENC – IN3352GP, IN43010A, IN53010P)

after Charts 352, 3010.

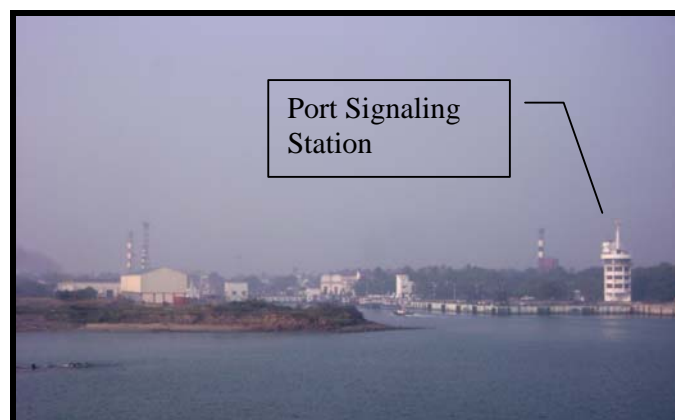
Page 143, Article 3.26 insert photograph before para 1.



Photo Courtesy: INHO

Extract of ENC – IN53010P

Page 143, Article 3.26 insert photograph after para 1.



(Photo Courtesy: INS Darshak)

Paradip Port

Article 3.26, insert new para 1a and 1b after para 1

1a Function. the main exports are iron ore, thermal coal, chrome ore, chrome conc., steel coils, steel slab, ferro-chrome, pig iron, Manganese ore, lime stone and aluminum. The main Imports are coking coal, fertilizer raw material, phosphoric acid, hard coke, lime stone, rock phosphate, ammonia, pig iron, steel, magnetite, edible oil and heavy lifts.

1b Traffic. a total traffic of 1581 vessels (46.41 Million tones) handled during the year 2008-09.

Article 3.26, delete para 4 and replace by

4 Weather.

(a) **Wind.** The wind direction of Paradip coast during April to September i.e. during southwest monsoon season is predominantly from southwest. The wind speed during May to July is around 15 to 18 m/sec. and during August to September the wind speed is about 10 to 12 m/sec. The month of October is with variable wind direction and the wind speed is around 8 m/sec. During November to February the wind direction reverses and predominantly from northeast. The wind speed is around 8 to 10 m/sec. The month of March is with variable winds similar to the month of October.

(b) **Waves.** The predominant wave direction from November to February is from north to northeast. The predominant wave periods are around 5 to 6 seconds and the wave height are low of the order of 0.5 to 2.0 m. The month of March and April are with variable wave direction and the wave periods are also varying between 5 and 8 sec and the wave height are low of 0.5 to 1.5m. During May to August that is during south west monsoon season the waves are predominantly from south to southwest and the wave heights are high in the order of 1.5 to 3.5 m and the range of the wave period also increased to 8 to 9 sec with occasionally low period waves. The influence of the strong and persistent southwest monsoon is felt on the wave directions during September and October with the waves approaching from south and southwest. But the predominant wave heights are reduced to 1.0 to 2.5 m and wave period are around 5 to 7 sec.

(c) **Current.** The currents off Paradip are generally controlled by monsoon winds. The currents in general are in the NW-NE direction during January to September and SW direction during October-December. During the SW monsoon season the speed of the wind driven surface current varies between 0.1 to 0.4 m/sec. The currents generated by tide (Tidal current) are parallel to the coast during flood tide and offshore during ebb. The surface current speeds are in the order of 0.7 to 0.8 m/sec but currents may even exceed 1 m/sec when the sea is rough in Bay of Bengal. The bottom currents recorded were of the order of 0.55 m/sec. But in general bottom currents were below 0.45 m/sec.

(d) **Temperature and Relative Humidity.** May is the hottest month of the year with the highest recorded temperature 35^o.6 C. With the onset of south west monsoon by about the beginning of June

the weather becomes progressively cooler. After November the day temperature also begins to decrease. January is generally coolest month of the year with lowest mean minimum temperature 12^o.0C.

The relative humidity is moderate to high throughout the year with the mornings being more humid than the afternoons. With the onset of the southwest monsoon there is marked increase in the relative humidity which remains around 80-86 till October. The minimum relative humidity occurs in the months December to February.

Article 3.27, insert at the end of para 1.

"The ship's Master shall send the vessel's Estimated Time of Arrival (ETA) through VHF Channel 16, Inmarsat C - ID No. 441900342 Code – 00583 for telex/fax, Inmarsat M - Voice 763096516, Fax No. 06722-223498.

Email- harbourmaster_ppt@email.com"

Article 3.29, insert after para 6

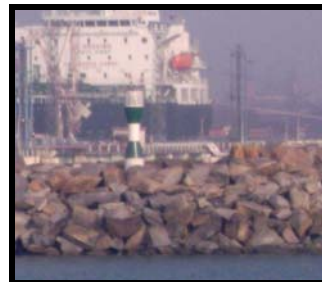


(Photo Courtesy: INS Darshak)

Fairway Buoy

7 Details of Navigational Marks

Sl. No.	Name	Position	Remarks Characteristics
1	North Break Water Light	20°15'.81 N 86°40'.80 E	Fl G 5s
2	South Break Water Light	20°15'.55 N 86°40'.78 E	Fl R 5s
3	Port Signaling Station	20°16'.18 N 86°40'.04 E	--



North Break Water Light



South Break Water Light

(Photo Courtesy: INS Darshak)

Article 3.31, Insert photograph after para 2



(Photo Courtesy: INS Darshak)

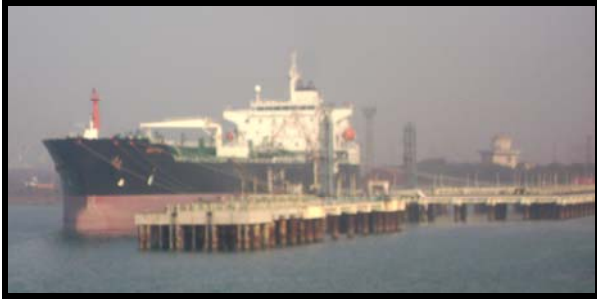
Iron Ore Berth

Article 3.31, Insert new para 13,14 and 15

13 **South Quay.** Length of the berth is 265 meters. The along depth is 12.5 meters. Admissible draught & LOA is 12.0 m and 230 m respectively

14 **Centrl Quay-I, II & III.** Total length of three berths is 755 meters and depth is 13.5 Meters. Admissible draft & LOA of each berth is 12.5 meters and 230 meters respectively.

15 **Oil jetty.** Space available between dolphins is 300 meters. Depth, draft and LOA of berth are 14.0 m, 12.7 m and 230 meters respectively.



(Photo Courtesy: INS Darshak)

Oil Berth

Article 3.32, delete para 2 and replace by

2 **Installation of SBM by IOC.** IOC has planned to install their 2nd and 3rd SBM at the port by 2012.

Article 3.32, delete para 7 and replace by

7 **Development of southern dock system.** It is proposed to develop a southern dock system having four berths with provision to handle containers and POL products.

Article 3.33, delete para 4 and replace by

4 The open port does not handle any roll-off traffic. A slipway 175m long handles port craft for which there are limited workshop facilities.

Sl	Type	Qty.	Remark
(a)	Wharf Crane	2	20 Tonnes each
(b)	Mobile Crane	3	18 tonnes(1), 20 tonnes (1), 75 tonnes (1)
(c)	Mobile Harbour Crane	1	140 Tonnes
(d)	Forklift	2	3 tonnes each
(e)	Spreaders	2	30 tonnes and 40 tonnes
(f)	Payloaders	3	3.5 cum (1) and 4.7 cum (2)

Article 3.33, insert at the end of para 2

On the basis of master's declaration, free patique is granted by the Pilot on boarding. Master has to request for the same at least 24 hours in advance.

Article 3.33, delete para 5 and replace by

5 **Repairs.** Facilities for above water-line and machinery repairs are available. A 500 tonnes slipway, 175m long handles port craft for which there are limited workshop facilities. A graving dock of 75m x 15m is available port craft and other vessels.

Article 3.33 ,para 8, line 2

Delete "Kolkata (Calcutta)" and replace by "Cut tack".

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
K0928-3	- Kandang Kecil (I)	5 52-68 S 105 46-33 E	Iso R 3s	12	10	Red metal framework tower	
*	*	*	*	*	*	*	*
K0928-4	- (I)	5 52-50 S 105 46-38 E	Fl(2)G 3s	10	6	Green post	
*	*	*	*	*	*	*	*
K0928-56	- Gosong Tembulung (I)	5 52-57 S 105 45-63 E	Fl R 2s	10	10	Red metal framework beacon	<i>fl 0.5</i>
*	*	*	*	*	*	*	*
K0938	- Sungsang. Ldg Lts 194.5°. Front (I)	2 22-67 S 104 54-24 E	Iso W 2s	12	10	Δ on white beacon 15	
	*		*	*	*	*	
K0938-1	- Sungsang. Ldg Lts 194.5°. Rear (I)	2 22-92 S 104 54-21 E	Fl W 2.5s	17	10	∇ on white beacon 15	<i>fl 1. Ra refl</i>
	*		*	*	*	*	*



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. 21 dated 01 Nov 2009)

NIL

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

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

NIL

INP 31(5), 1997

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

NIL

INP 31(6), 2005

(Last correction: Edition No. 24 dated 16 Dec 2009)

*Page 87, India Section,
Insert after Kandla, Gulf of Kachch*

KARAIKAL PORT

10° 50'N, 079°51'E

Pilots and Port

CALL: Karaikal Port
TEL: +91 9790960448
FAX: +91 4365256603
EMAIL: vetrivelramadoss@marggroup.com
WEB: www.karaikalport.com
FREQUENCY: Ch 16 and 71
HOURS: H 24
PROCEDURE:

(1) Pilotage is compulsory. Pilot boards at position 10° 50'.2N, 079° 57'.0E.

(2) The vessel agent books for the pilot providing a minimum 3 hours notice. Pilot will be maintaining a watch on VHF Ch 71 for communication with vessel.

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.: +91-135- 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. 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**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	

Filled By
(Name & Designation)

Checked by
(Name & Designation)

Place
Date

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

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 wharf 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 of the approaches, leading marks, the entrance to the harbor etc.	
23 Any other information considered to be useful for the mariners	

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Checked by
(Name & Designation)

Place
Date

To accompany Indian Notice to Mariners 060/10

Chart 286

FISH AGGREGATING DEVICES (FADS)

Numerous FADs exist in the area indicated. They are all marked by buoys exhibiting Fl.5s lights. Mariners are advised to navigate with caution in the area.

To accompany Indian Notice to Mariners 060/10

Chart 8010

FISH AGGREGATING DEVICES (FADS)

Numerous FADs exist in the area indicated. They are all marked by buoys exhibiting Fl.5s lights. Mariners are advised to navigate with caution in the area.

