

# INDIAN NOTICES TO MARINERS



EDITION NO. 06 DATED 16 MAR 2010

(CONTAINS NOTICES 093 TO 103)

**REACH US 24 x 7**



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

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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. They should be inserted in pencil, by the user, on receipt.

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

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

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

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

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

**Radio Navigational Warnings.**

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

**Laws and Regulations.** While in the interest of the safety of shipping, the Hydrographic Office makes every endeavor

to include in its publications details of the laws and regulations of all countries pertaining to navigation, it must be clearly understood: -

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

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

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

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

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

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

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

## NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
<b>2060</b>	28-02-2010	<b>APPROACHES TO SALAYA AND PATHFINDER INLET</b> <u>Limits</u> 22° 26'.00N; 69° 30'.40E. 22° 39'.00N; 69° 44'.00E.	37,500	2	Rs. 1527.00
		<b>PATHFINDER INLET</b> <u>Limits</u> 22° 25'.57N; 69° 38'.65E. 22° 32'.54N; 69° 43'.60E.	20,000		

2. The Indian Charts permanently withdrawn are as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
<b>2060</b>	30-06-2003	<b>APPROACHES TO SALAYA AND PATHFINDER INLET; PATHFINDER INLET</b>	<b>2060</b>	28-02-2010

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>355 (INT 7405)</b>	<b>RAMAYAPATNAM TO SACRAMENTO SHOAL</b>	3,00,000	New Edition
<b>356 (INT 7400)</b>	<b>CHENNAI TO RAMAYPATNAM</b>	3,00,000	New Edition
<b>2009</b>	<b>BETUL ANCHORAGE; BELEKERI ANCHORAGE</b>	30,000	New Edition
<b>2054</b>	<b>VERAVAL; MADHWAD BAY</b>	25,000	New Edition
<b>2083</b>	<b>APPROACHES TO SIKKA, RELIANCE TANKER BERTHS</b>	37,500	New Edition
<b>3034</b>	<b>APPROACHES TO KRISHNAPATNAM; KRISHNAPATNAM PORT</b>	50,000 15,000	New Edition

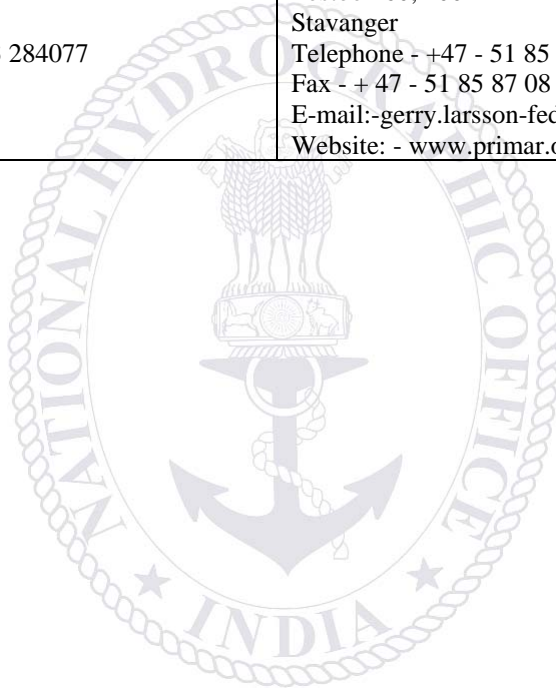
4. The Forthcoming Electronic Navigational Charts (ENCs) are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>
<b>IN42073C</b>	<b>2073</b>	<b>APPROACHES TO KUNDAPURA (COONDAPOOR)</b>
<b>IN43034A</b>	<b>3034</b>	<b>APPROACHES TO KRISHNAPATNAM</b>
<b>IN63034K</b>	<b>3034</b>	<b>KRISHNAPATNAM PORT</b>

**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 inho_marinesafety@dataone.in inho_sales@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 093 to 103 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
22 (INT 752)	3	094
32 (INT 754)	5	094
212	3	093
219	3	094
258 (INT 7348)	3	094
259 (INT 7356)	3	094
2011	3	093, 103(P)
2019	2	102(P)
2023	4	095
2032	3	096
2053	3	094
2086	1	099
2101	2	102(P)
3034	5	097
4006	6	098
4012	6	098
7070 (INT 70)	1	100, 101
7071 (INT 71)	1	101
7072 (INT 72)	1	100
7073 (INT 73)	1	101
7508 (INT 508)	7	101
7700 (INT 700)	1	100
7705 (INT 705)	1	94
7706 (INT 706)	1	94
7707 (INT 707)	1	101
7708 (INT 708)	1	101

## SECTION – II

### PERMANENT NOTICES

**\*093/(06/10) INDIA – WEST COAST – Jaigarh Harbour – Buoys. Chimneys.**

Source: Jaigarh Port Limited










(HJ/1030/76)

**Chart 212** [previous update 065/10]

Insert  (02 chy) (275) 17° 17'.66N., 73° 12'.82E.

**Chart 2011** [previous update 188/09]

Insert  (275) 17° 17'.71N., 73° 12'.78E.

 Fl.G.5s No. 1	17° 17'.76N., 73° 12'.73E.
 Fl.G.5s No. 3	17° 19'.18N., 73° 10'.11E.
 Fl.G.5s No. 5	17° 18'.92N., 73° 10'.86E.
 Fl.G.5s No. 7	17° 18'.64N., 73° 11'.70E.
 Fl.R.5s No. 2	17° 18'.51N., 73° 12'.03E.
 Fl.R.5s No. 4	17° 19'.30N., 73° 10'.15E.
 Fl.R.5s No. 6	17° 19'.05N., 73° 10'.91E.
 Fl.R.5s No. 8	17° 18'.76N., 73° 11'.75E.
 Fl.R.5s No. 8A	17° 18'.63N., 73° 12'.12E.
	17° 18'.54N., 73° 12'.41E.

**\* 094/(06/10) INDIA – WEST COAST – Bepore –Radar beacon. Buoys. Lights.**

Indian List of Lights Vol F & K- 2009; F:- 0687, 0688

Source: ROS, INS Investigator

(HJ/1030/14)

**Chart 22(INT 752)** [previous update 052/10]

Insert radar beacon, Racon(G), at light 11° 09'.4N., 75° 48'.4E.

**Chart 32(INT 754)** [previous update 312/09]

Insert radar beacon, Racon(G), at light 11° 09'.4N., 75° 48'.4E.

**Chart 219** [previous update 295/08]

Insert radar beacon, Racon(G), at light 11° 09'.42N., 75° 48'.40E.

Delete buoy, Q (Oct to May) 11° 15'.11N., 75° 44'.68E.

**Chart 258 (INT 7348)** [previous update 043/10]

Delete buoy, Q (Oct to May) 11° 15'.1N., 75° 44'.7E.



**\* 094/(06/10) INDIA – WEST COAST – Bepore – Radar beacon. Buoys. Lights.(continued)****Chart 259 (INT 7356)** [previous update 311/09]

Delete buoy, Q (Oct to May) 11° 15'.1N., 75° 44'.7E.

**Chart 2053** [previous update 069/06]

Delete buoy, Q (Oct to May) 11° 15'.11N., 75° 44'.68E.

buoy 11° 15'.18N., 75° 45'.81E.

buoy 11° 14'.02N., 75° 45'.50E.

★ Fl.R.7m2M 11° 15'.42N., 75° 46'.08E.

11° 14'.88N., 75° 46'.26E.

**Chart 7705 (INT 705)** [previous update 394/09]

Insert radar beacon, Racon(G), at light 11° 09'.4N., 75° 48'.4E.

**Chart 7706 (INT 706)** [previous update 308/09]

Insert radar beacon, Racon(G), at light 11° 09'.4N., 75° 48'.4E.

**\*095/(06/10) INDIA – LAKSHADWEEP – Kavaratti Island – Caution note.**

Source: NHO Dehradun.

(HJ/1030/07)

**Chart 2023** [previous update 051/10]

Insert accompanying note, CAUTION, centered on: 10° 34'.37N., 72° 34'.98E.

**\*096/(06/10) INDIA – WEST COAST – Quilon Anchorage – Lights. Pilot Boarding Place.**

Source: Port Department Thiruvananthapuram

(HJ/930/83)

**Chart 2032** [previous update 177/09]

Insert ★ Fl.R.2s 08° 52'.16N., 76° 35'.04E.

★ Fl.G.2s 08° 52'.44N., 76° 34'.95E.

⦿ 08° 51'.69N., 76° 35'.28E.

**\* 097/(06/10) INDIA – EAST COAST – Approaches to Krishnapatnam – legend.**

Source: NHO Dehradun

(HJ/1029/49)

**Chart 3034(plan)** [previous update 046/10]Substitute Legend, “Control House” for “Guest House”, 14° 14'.45N., 80° 08'.07E.  
centered on:

**\* 098/(06/10) INDIA – ANDAMAN ISLANDS – Port Blair – buoys. beacons.**

Source: Hydrographic Note, INS Darshak

(HJ/1028/17)

**Chart 4006** [previous update 299/08]

Insert



Fl.G.4s

11° 41′.240N., 92° 42′.695E.

11° 41′.395N., 92° 42′.990E.

11° 41′.611N., 92° 43′.176E.

11° 41′.343N., 92° 44′.564E.

11° 41′.288N., 92° 43′.643E.

11° 41′.751N., 92° 43′.109E.

11° 41′.801N., 92° 43′.912E.



Fl.R.4s



**Chart 4012** [previous update 152/08]

Insert



Fl.G.4s

11° 41′.240N., 92° 42′.695E.

11° 41′.395N., 92° 42′.990E.

11° 41′.611N., 92° 43′.176E.

11° 41′.343N., 92° 44′.564E.

11° 41′.288N., 92° 43′.643E.

11° 41′.751N., 92° 43′.109E.

11° 41′.801N., 92° 43′.912E.



Fl.R.4s



**099/(06/10) INDIAN OCEAN - Mauritius – Port Louis – Mer Rouge South-westwards –buoy.**

Source: BA Notice 1185/10

(HJ/632/92)

**Chart 2086(INT 7738)**[previous update 393/09]

Delete

buoy

20° 08′.910S., 57° 29′.248E.

**100/(06/10) INDIAN OCEAN - Southwest Indian Ridge - Geroevka Bank North-eastwards - Depths.**

Source: BA Notice 1277/10

(HJ/532/46)

**Chart 7070(INT 70)**[previous update 091/10]

Substitute



(2009) for depth 640

35° 46′.00S., 53° 37′.00E.

**Chart 7072(INT 72)** [previous update 255/09]

Insert



(2009)

35° 46′.00S., 53° 37′.00E.

**Chart 7700(INT 700)** [previous update 393/09]

Insert



(2009)

(a) 35° 46′.00S., 53° 37′.00E.

Delete

depth 640 enclosed by 1000m contour, adjacent to:

(a) above

**101/(06/10) INDONESIA - Jawa - Pulau Panaitan Westwards - Danger area. Less water. Depths.**

Source: BA Notice 1352/10

(HJ/827/36)

**Chart 7070(INT 70)[previous update 100/10]**

Insert  (a) 06° 39'·00S., 103° 44'·00E.  
Delete depth 805, adjacent to: (a) above

**Chart 7071(INT 71)[previous update 052/09]**

Insert  (a) 06° 39'·00S., 103° 44'·00E.  
Delete depth 805, adjacent to: (b) above

**Chart 7073(INT 73)[previous update 091/10]**

Insert  (a) 06° 39'·00S., 103° 44'·00E.  
Delete depth 805, adjacent to: (a) above

**Chart 7508(INT 508)[previous update 270/09]**

Insert depth 404 (a) 06° 39'·00S., 103° 44'·00E.  
circular limit of danger area, dotted line, radius 10M, (a) above  
centered on:  
Delete depth 805, adjacent to: (a) above

**Chart 7707(INT 707)[previous update 196/09]**

Insert depth 404 (a) 06° 39'·00S., 103° 44'·00E.  
circular limit of danger area, dotted line, radius 10M, (a) above  
centered on:  
Delete depth 805, adjacent to: (a) above

**Chart 7708(INT 708)[previous update 225/09]**

Insert depth 404 (a) 06° 39'·00S., 103° 44'·00E.  
circular limit of danger area, dotted line, radius 10M, (a) above  
centered on:  
Delete depth 805, adjacent to: (a) above





**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><b>*JEPPESEN MARINE</b> <b>Jeppesen India Pvt. Ltd.</b> 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a></p>	<p><b>*JEPPESEN MARINE</b> <b>Jeppesen Norway AS</b> P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: <a href="mailto:info@c-map.no">info@c-map.no</a> Site: <a href="http://www.c-map.no">www.c-map.no</a></p>	<p><b>C-Map US Commercial</b> 133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America Ph: +1 (508) 477 8010 Fax: +1 (508) 539 4381 Email: <a href="mailto:info@c-map.com">info@c-map.com</a></p>
<p><b>C-Map (UK) Ltd.</b> Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: <a href="mailto:info@c-map.co.uk">info@c-map.co.uk</a></p>	<p><b>Mari-Sys Pte Ltd.</b> 20 Ayer Rajah Crescent, 08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: <a href="mailto:info@mari-sys.com">info@mari-sys.com</a></p>	<p><b>Bogerd Martin NV,</b> Oude Leeuwenrui 37 2000 Antwerp, Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: <a href="mailto:sales@martin.be">sales@martin.be</a> Site: <a href="http://www.martin.be">www.martin.be</a></p>
<p><b>Bogerd Martin Tianjin(China Branch)</b> 2-B101 FTZ Hi-Tech Development Centre 131 Haibin 9 Road 300461 Tianjin China Ph: +86 22 257 62 721 Fax: +86 22 257 62 722 Email: <a href="mailto:charts-tj@martincn.com">charts-tj@martincn.com</a></p>	<p><b>C-Map Holland</b> Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: <a href="mailto:CorMallie@chartworx.nl">CorMallie@chartworx.nl</a></p>	
<p>* Indicates C Map Norway AS has changed name to <b>Jeppesen Marine Norway AS</b>. Indicates C Map India has changed name to <b>Jeppesen India</b>.</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 15 Mar 10.

**2010 SERIES** – 048 066 067 068 078 079 084 102 104 105 107 112 114 116 118 120 123  
126 127 128 129 130 132 133 135 137 138 139 140 141 142 143 144 145

3. NAVAREA VIII Warnings issued during the period from 27 Feb 10 to 15 Mar 10 (both dates inclusive) are as tabulated below:-

<b>111. Self Canceling. Cancel Navarea VIII message 556 of 2009.</b>
<b>112. India West Coast – Arabian Sea.</b> Charts 22 214 215 293 INT 705. Survey vessel Western Pride will carry out seismic survey from 01 Mar 2010 to 10 Apr 2010 in area bounded by (a) 14-00.00N 073-00.00E (b) 14-00.00N 071-35.00E (c) 15-22.00N 071-35.00E (d) 15-22.00N 073-00.00E 2. Vessel will tow eight streamers of 10000 metres length streamer cables and each cable end marked with flashing white and blue light with radar reflector. 3. All vessels operating in the area to exercise caution and give wide berth at least 08 NM astren 03 NM abeam and ahead of the vessel. 4. Cancel this message on 11 Apr 2010.
<b>113. Self Canceling. Cancel Navarea VIII message 110 of 2010.</b>
<b>114. Indian Ocean – Arabian Sea.</b> Charts INT 71 INT 72 INT 73 INT 705. Srilankan fishing vessel Pradeepa registration number IMULA-0054-KLT length 12 metre colour yellow and white with 05 crew missing since 12 Feb 2010. Last known position 11-00.00N 068-00.00E 2. All vessels operating in vicinity to keep sharp lookout and render assistance.
<b>115. India West Coast- Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery will be carried out on following dates Date Time 09 Mar 2010 0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC 12 Mar 2010 0900 UTC to 1200 UTC 2. 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 3. Safe flying height 10000 metres. 4. Cancel this message on 13 Mar 2010.
<b>116. India East Coast - Gopalpur.</b> Charts 31 352 353 354 3005 INT 706. Firing exercise will be carried out on following dates Date Time 09 Mar to 12 Mar 2010 2330 UTC to 1200 UTC 14 Mar to 17 Mar 2010 2330 UTC to 1200 UTC 2. Danger area bounded by (a) 19-14.60N 084-53.70E (b) 19-37.05N 085-27.85E (c) 18-46.05N 085-22.86E and arc of 42 NM radius joining point (b) and (c). 3. Safe flying height 6100 metres. 4. Cancel this message on 18 Mar 2010.
<b>117. Self Canceling. Cancel Navarea VIII messages 589 of 2009 and 092 of 2010.</b> Issued by INM edition 05 of 2010.
<b>118. India East Coast – Great Nicobar Island.</b> Charts 41 409 471 472 INT 706. Hydrographic survey will be carried out by survey vessel from 07 Mar to 23 Mar 2010 in area bounded by (a) 06-41.00N 093-36.80E (b) 06-41.00N 094-.00.00E (c) 07-05.80N 094-00.00E (d) 07-05.80N 093-36.80E 2. All vessels operating in vicinity are to maintain a safe distance from survey vessel and exercise caution. 3. Cancel this message on 24 Mar 2010.

<p><b>119. India East Coast- Bay of Bengal.</b> Charts 31 351 352 INT 706. Experimental flight vehicle launching scheduled from ITR launch complex between 0330 UTC to 1130 UTC from 10 Mar to 12 Mar 2010. Danger area bounded by</p> <table> <tr> <td>(a)</td> <td>20-43.60N</td> <td>087-02.56E</td> <td>(b)</td> <td>20-30.95N</td> <td>087-29.35E</td> </tr> <tr> <td>(c)</td> <td>20-34.70N</td> <td>087-42.44E</td> <td>(d)</td> <td>21-13.70N</td> <td>087-56.98E</td> </tr> <tr> <td>(e)</td> <td>21-32.22N</td> <td>087-38.62E</td> <td>(f)</td> <td>21-22.04N</td> <td>086-56.37E</td> </tr> <tr> <td>(g)</td> <td>21-09.75N</td> <td>086-50.58E</td> <td></td> <td></td> <td></td> </tr> </table> <p>2. No over flight and shipping activity is permissible within the above mentioned area. 3. Cancel this message on 13 Mar 2010.</p>	(a)	20-43.60N	087-02.56E	(b)	20-30.95N	087-29.35E	(c)	20-34.70N	087-42.44E	(d)	21-13.70N	087-56.98E	(e)	21-32.22N	087-38.62E	(f)	21-22.04N	086-56.37E	(g)	21-09.75N	086-50.58E			
(a)	20-43.60N	087-02.56E	(b)	20-30.95N	087-29.35E																			
(c)	20-34.70N	087-42.44E	(d)	21-13.70N	087-56.98E																			
(e)	21-32.22N	087-38.62E	(f)	21-22.04N	086-56.37E																			
(g)	21-09.75N	086-50.58E																						
<p><b>120. Cancel Navarea VIII message 101 of 2010. India West Coast – Kochi harbour.</b> Charts 22 220 259 2004 2029 INT 706. All channel buoys are in position. Buoy no 06 and buoy no 08 unlit. 2. Mariners to exercise caution.</p>																								
<p><b>121. Self Canceling. Cancel Navarea VIII message 282 of 2009.</b></p>																								
<p><b>122. Cancel Navarea VIII message 119 of 2010. India East Coast- Bay of Bengal.</b> Charts 31 351 352 INT 706. Experimental flight vehicle launching scheduled from ITR launch complex between 0330 UTC to 1130 UTC from 12 Mar to 14 Mar 2010. Danger area bounded by</p> <table> <tr> <td>(a)</td> <td>20-43.60N</td> <td>087-02.56E</td> <td>(b)</td> <td>20-30.95N</td> <td>087-29.35E</td> </tr> <tr> <td>(c)</td> <td>20-34.70N</td> <td>087-42.44E</td> <td>(d)</td> <td>21-13.70N</td> <td>087-56.98E</td> </tr> <tr> <td>(e)</td> <td>21-32.22N</td> <td>087-38.62E</td> <td>(f)</td> <td>21-22.04N</td> <td>086-56.37E</td> </tr> <tr> <td>(g)</td> <td>21-09.75N</td> <td>086-50.58E</td> <td></td> <td></td> <td></td> </tr> </table> <p>2. No over flight and shipping activity is permissible within the above mentioned area. 3. Cancel this message on 15 Mar 2010.</p>	(a)	20-43.60N	087-02.56E	(b)	20-30.95N	087-29.35E	(c)	20-34.70N	087-42.44E	(d)	21-13.70N	087-56.98E	(e)	21-32.22N	087-38.62E	(f)	21-22.04N	086-56.37E	(g)	21-09.75N	086-50.58E			
(a)	20-43.60N	087-02.56E	(b)	20-30.95N	087-29.35E																			
(c)	20-34.70N	087-42.44E	(d)	21-13.70N	087-56.98E																			
(e)	21-32.22N	087-38.62E	(f)	21-22.04N	086-56.37E																			
(g)	21-09.75N	086-50.58E																						
<p><b>123. India West Coast –Mormugao.</b> Charts 22 214 215 256 257 INT 706. Naval aircrafts will carry out firing practice from 0230 UTC to 1230 UTC from 14 Mar to 21 Mar 2010 in 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. 3. Cancel this message on 22 Mar 2010.</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><b>124. Self Cancelling. Navarea VIII-warning inforce :</b> 2010 Series –048 066 067 068 078 079 084 097 098 099 102 104 105 106 107 112 114 115 116 118 120 121 122 123</p>																								
<p><b>125. Self Canceling. Cancel Navarea VIII message 097 of 2010.</b></p>																								
<p><b>126. India East Coast – Andaman Sea.</b> Charts 33 41 408 471 472 4036 INT 706(.) Hydrographic Survey will be carried out by hydrographic vessel in area and dates mentioned below</p> <p>(i) From 10 Mar to 17 Mar 2010 in area bounded by</p> <table> <tr> <td>(a)</td> <td>08-15.60N</td> <td>093-08.00E</td> <td>(b)</td> <td>08-16.40N</td> <td>093-08.00E</td> </tr> <tr> <td>(c)</td> <td>08-16.40N</td> <td>093-11.30E</td> <td>(d)</td> <td>08-13.40N</td> <td>093-11.30E</td> </tr> </table> <p>(ii) From 18 Mar to 22 Mar 2010 in area bounded by</p> <table> <tr> <td>(a)</td> <td>07-13.40N</td> <td>093-50.15E</td> <td>(b)</td> <td>07-12.80N</td> <td>093-50.60E</td> </tr> <tr> <td>(c)</td> <td>07-13.20N</td> <td>093-51.10E</td> <td>(d)</td> <td>07-13.75N</td> <td>093-50.60E</td> </tr> </table> <p>2. The survey motor boats shall be undertaking extensive sounding and scanning operations within the survey area. 3. All vessels operating in vicinity are to maintain a safe distance of at least 02 NM from the ship/boats and exercise caution 4. Cancel this message on 23 Mar 2010.</p>	(a)	08-15.60N	093-08.00E	(b)	08-16.40N	093-08.00E	(c)	08-16.40N	093-11.30E	(d)	08-13.40N	093-11.30E	(a)	07-13.40N	093-50.15E	(b)	07-12.80N	093-50.60E	(c)	07-13.20N	093-51.10E	(d)	07-13.75N	093-50.60E
(a)	08-15.60N	093-08.00E	(b)	08-16.40N	093-08.00E																			
(c)	08-16.40N	093-11.30E	(d)	08-13.40N	093-11.30E																			
(a)	07-13.40N	093-50.15E	(b)	07-12.80N	093-50.60E																			
(c)	07-13.20N	093-51.10E	(d)	07-13.75N	093-50.60E																			
<p><b>127. India West Coast- Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery will be carried out on following dates</p> <table> <thead> <tr> <th>Date</th> <th>Time</th> </tr> </thead> <tbody> <tr> <td>16 Mar 2010</td> <td>0900 UTC to 1130 UTC and 1230 UTC to 1430 UTC</td> </tr> <tr> <td>19 Mar 2010</td> <td>0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC</td> </tr> </tbody> </table> <p>2. Danger area bounded by</p> <table> <tr> <td>(A)</td> <td>09-57.50N</td> <td>075-59.50E</td> <td>(B)</td> <td>09-57.70N</td> <td>076-14.20E</td> </tr> <tr> <td>(C)</td> <td>09-44.00N</td> <td>076-17.50E</td> <td>(D)</td> <td>09-42.50N</td> <td>076-09.50E</td> </tr> </table> <p>3. Safe flying height 10000 metres 4. Cancel this message on 20 Mar 2010</p>	Date	Time	16 Mar 2010	0900 UTC to 1130 UTC and 1230 UTC to 1430 UTC	19 Mar 2010	0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC	(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						
Date	Time																							
16 Mar 2010	0900 UTC to 1130 UTC and 1230 UTC to 1430 UTC																							
19 Mar 2010	0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC																							
(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																			



<p><b>128. India West Coast- Gulf of Katchhh.</b> Charts 21 203 291 2068 INT 705. Hydrographic survey will be carried out by hydrographic vessel from 09 Mar 2010 to 19 Mar 2010 in area bounded by</p> <table border="0"> <tr> <td>(A) 22-36.00N</td> <td>068-56.00E</td> <td>(B) 22-36.00N</td> <td>069-10.00E</td> </tr> <tr> <td>(C) 22-23.50N</td> <td>069-10.00E</td> <td>(D) 22-23.50N</td> <td>069-30.50E</td> </tr> <tr> <td>(E) 22-43.00N</td> <td>069-30.50E</td> <td>(F) 22-43.00N</td> <td>069-25.00E</td> </tr> <tr> <td>(G) 22-40.00N</td> <td>069-13.50E</td> <td>(H) 22-39.50N</td> <td>069-10.00E</td> </tr> <tr> <td>(J) 22-39.50N</td> <td>068-56.00E</td> <td></td> <td></td> </tr> </table> <p>2. Extensive sounding and side scanning operations will be undertaken within the survey area using ship/boats</p> <p>3. All vessels operating in vicinity are advised to maintain a safe distance of at least 02 NM from ship/boat and exercise caution</p> <p>4. Cancel this message on 20 Mar 2010</p>	(A) 22-36.00N	068-56.00E	(B) 22-36.00N	069-10.00E	(C) 22-23.50N	069-10.00E	(D) 22-23.50N	069-30.50E	(E) 22-43.00N	069-30.50E	(F) 22-43.00N	069-25.00E	(G) 22-40.00N	069-13.50E	(H) 22-39.50N	069-10.00E	(J) 22-39.50N	068-56.00E		
(A) 22-36.00N	068-56.00E	(B) 22-36.00N	069-10.00E																	
(C) 22-23.50N	069-10.00E	(D) 22-23.50N	069-30.50E																	
(E) 22-43.00N	069-30.50E	(F) 22-43.00N	069-25.00E																	
(G) 22-40.00N	069-13.50E	(H) 22-39.50N	069-10.00E																	
(J) 22-39.50N	068-56.00E																			
<p><b>129. Refer Navarea VIII message 066 of 2010. India West Coast – Arabian Sea.</b> Charts 21 253 254 255 292 293 INT 705. Rig jt angel moved to new position 18-53.33N 072-51.82E</p> <p>2. Wide berth requested</p>																				
<p><b>130. India East Coast- Visakhapatnam.</b> Charts 31 32 308 354 3002 3012 INT 706. Firing exercise by Naval Coast Battery from 1500 UTC to 1700 UTC on 17 Mar 2010. Danger area bounded by</p> <table border="0"> <tr> <td>(A) 17-42.0N</td> <td>083-18.0E</td> <td>(B) 17-47.0N</td> <td>083-32.0E</td> </tr> <tr> <td>(C) 17-34.0N</td> <td>083-30.0E</td> <td>(D) 17-28.0N</td> <td>083-18.0E</td> </tr> </table> <p>2. Safe flying height 13000 metres</p> <p>3. Cancel this message on 18 Mar 2010</p>	(A) 17-42.0N	083-18.0E	(B) 17-47.0N	083-32.0E	(C) 17-34.0N	083-30.0E	(D) 17-28.0N	083-18.0E												
(A) 17-42.0N	083-18.0E	(B) 17-47.0N	083-32.0E																	
(C) 17-34.0N	083-30.0E	(D) 17-28.0N	083-18.0E																	
<p><b>131. India West Coast – Arabian Sea.</b> Charts 21 22 293 INT 705. Seismic survey is in progress by western spirit till 30 Mar 2010 in area bounded by following coordinates</p> <table border="0"> <tr> <td>(A) 17-54.00N</td> <td>070-10.00E</td> <td>(B) 17-54.00N</td> <td>070-50.00E</td> </tr> <tr> <td>(C) 16-07.00N</td> <td>070-50.00E</td> <td>(D) 16-07.00N</td> <td>070-10.00E</td> </tr> </table> <p>2. Vessel is towing four streamers of 10500 meters length each approx 08 metres and 20 metres depth below the surface. Each trailing end are attached to tail buoy with radar reflectors and white flashing light spread over a width of approx 400 meters</p> <p>3. All vessels operating in the area to exercise caution and give wide berth at least 03 NM on abeam, 03 NM ahead and 08 NM astern of the vessel</p> <p>4. Mariners are advised to:</p> <ol style="list-style-type: none"> <li>Keep well clear of survey area and vessel</li> <li>Keep listening watch on VHF channel 16 and working channel 67 and 71 for safety message giving navigational warnings on the specialized operation conducted by vessel</li> <li>Vessel will also warn the shipping by signaling appliances powerful search light or aldis light if the shipping gets close to clearance distance</li> <li>The chase boats guarding the vessel and the streamers shall also direct the shipping to keep clear of this vessel and streamers</li> </ol> <p>5. Cancel this message on 31 Mar 2010.</p>	(A) 17-54.00N	070-10.00E	(B) 17-54.00N	070-50.00E	(C) 16-07.00N	070-50.00E	(D) 16-07.00N	070-10.00E												
(A) 17-54.00N	070-10.00E	(B) 17-54.00N	070-50.00E																	
(C) 16-07.00N	070-50.00E	(D) 16-07.00N	070-10.00E																	
<p><b>132. India West Coast – Mormugao.</b> Charts 22 214 215 257 2022 2028 INT 706. Firing by NCB Mormugao from position 15-24.60 N 073-47.10E between 0430 UTC to 0730 UTC on 19 Mar 2010</p> <p>2. Danger arc lies within sector 200 degree to 260 degree upto range 20 NM from gun position</p> <p>3. Safe flying height 6500 metres</p> <p>4. Cancel this message on 20 Mar 2010.</p>																				
<p><b>133. India West Coast – Arabian Sea.</b> Charts 21 255 292 293 INT 706. 3 D seismic survey will be carried out by sagar sandhani from 16 Mar to 30 Apr 2010 in area bounded by</p> <table border="0"> <tr> <td>(A) 19-06.30N</td> <td>071-00.75E</td> <td>(B) 19-20.20N</td> <td>071-40.00E</td> </tr> <tr> <td>(C) 19-05.54N</td> <td>071-45.12E</td> <td>(D) 18-51.28N</td> <td>071-06.37E</td> </tr> </table> <p>2. Vessel is towing two seismic streamers of length 5000 metres each. steamers are at a water depth of around 07 metres below the surface each of the trailing end attached to tailbuoy with radar reflector and flashing red and green</p> <p>3. All vessels operating in vicinity are to maintain a clearance of 01 NM either sides 02 NM ahead and 05 NM astern of the vessel and exercise caution.</p> <p>4. Cancel this message on 01 May 2010.</p>	(A) 19-06.30N	071-00.75E	(B) 19-20.20N	071-40.00E	(C) 19-05.54N	071-45.12E	(D) 18-51.28N	071-06.37E												
(A) 19-06.30N	071-00.75E	(B) 19-20.20N	071-40.00E																	
(C) 19-05.54N	071-45.12E	(D) 18-51.28N	071-06.37E																	
<p><b>134. Self Canceling. Navarea VIII-warning inforce</b> 2010 Series - 048 066 067 068 078 079 084 102 104 105 107 112 114 115 116 118 120 122 123 126 127 128 129 130 131 132 133</p>																				

<p><b>135. India East Coast – Bay of Bengal.</b> Charts 31 32 INT 706. 3d seismic data survey will be carried out by geowave champion from 13 Mar to 18 Mar 2010 in area bounded by</p> <table border="0"> <tr> <td>(A)</td> <td>15-37.57N</td> <td>084-56.70E</td> <td>(B)</td> <td>15-37.60N</td> <td>085-17.07E</td> </tr> <tr> <td>(C)</td> <td>15-02.20N</td> <td>085-17.00E</td> <td>(D)</td> <td>15-02.35N</td> <td>084-57.42E</td> </tr> </table> <p>2. Vessel will be towing ten in number streamer of 8100 metre length with an overall width of 1000 metre. Each cable end mark with yellow coloured tail buoy with white flashing light</p> <p>3. All vessels operating in vicinity are to keep a safe distance of 04 NM all around the vessel and exercise caution</p> <p>4. Cancel this message on 19 Mar 2010.</p>	(A)	15-37.57N	084-56.70E	(B)	15-37.60N	085-17.07E	(C)	15-02.20N	085-17.00E	(D)	15-02.35N	084-57.42E																		
(A)	15-37.57N	084-56.70E	(B)	15-37.60N	085-17.07E																									
(C)	15-02.20N	085-17.00E	(D)	15-02.35N	084-57.42E																									
<p><b>136. Cancel Navarea VIII message 122 of 2010. India East Coast- Bay of Bengal.</b> Charts 31 351 352 INT 706. Experimental flight vehicle launching scheduled from ITR launch complex between 0330 UTC to 1130 UTC from 14 Mar to 16 Mar 2010. Danger area bounded by</p> <table border="0"> <tr> <td>(A)</td> <td>20-43.60N</td> <td>087-02.56E</td> <td>(B)</td> <td>20-30.95N</td> <td>087-29.35E</td> </tr> <tr> <td>(C)</td> <td>20-34.70N</td> <td>087-42.44E</td> <td>(D)</td> <td>21-13.70N</td> <td>087-56.98E</td> </tr> <tr> <td>(E)</td> <td>21-32.22N</td> <td>087-38.62E</td> <td>(F)</td> <td>21-22.04N</td> <td>086-56.37E</td> </tr> <tr> <td>(G)</td> <td>21-09.75N</td> <td>086-50.58E</td> <td></td> <td></td> <td></td> </tr> </table> <p>3. No over flight and shipping activity is permissible within the above mentioned area.</p> <p>4. Cancel this message on 17 Mar 2010.</p>	(A)	20-43.60N	087-02.56E	(B)	20-30.95N	087-29.35E	(C)	20-34.70N	087-42.44E	(D)	21-13.70N	087-56.98E	(E)	21-32.22N	087-38.62E	(F)	21-22.04N	086-56.37E	(G)	21-09.75N	086-50.58E									
(A)	20-43.60N	087-02.56E	(B)	20-30.95N	087-29.35E																									
(C)	20-34.70N	087-42.44E	(D)	21-13.70N	087-56.98E																									
(E)	21-32.22N	087-38.62E	(F)	21-22.04N	086-56.37E																									
(G)	21-09.75N	086-50.58E																												
<p><b>137. India West Coast- Lakshadweep Sea.</b> Charts 22 221 259 273 INT 705 INT 706. Survey vessel professor Kurentsov will carry out seismic survey operations from 15 Mar to 21 Mar 2010 in area bounded by</p> <table border="0"> <tr> <td>(A)</td> <td>08-50.00N</td> <td>075-30.00E</td> <td>(B)</td> <td>08-50.00N</td> <td>074-00.00E</td> </tr> <tr> <td>(C)</td> <td>09-50.00N</td> <td>074-00.00E</td> <td>(D)</td> <td>09-50.00N</td> <td>075-30.00E</td> </tr> </table> <p>2. Vessel will tow seismic cable of 8500 meters length. End of the cable has a yellow tail buoy with white flashing light.</p> <p>3. All vessels operating in vicinity are to maintained a clearance of 05 NM either sides 03 NM ahead and 07 NM astern of the vessel and exercise caution.</p> <p>4. Cancel this message on 22 Mar 2010.</p>	(A)	08-50.00N	075-30.00E	(B)	08-50.00N	074-00.00E	(C)	09-50.00N	074-00.00E	(D)	09-50.00N	075-30.00E																		
(A)	08-50.00N	075-30.00E	(B)	08-50.00N	074-00.00E																									
(C)	09-50.00N	074-00.00E	(D)	09-50.00N	075-30.00E																									
<p><b>138. Arabian Sea -Off Old Mangalore Port.</b> Charts 22 218 258 272 INT 705. MSV Ghouse Samdhani sunk in position 12-14.00N 074-39.00E</p> <p>2. Mariners to exercise caution.</p>																														
<p><b>139. Self Canceling. Cancel Navarea VIII message 136 of 2010.</b></p>																														
<p><b>140. Bay of Bengal– Southern Portion.</b> Charts 31 32 33 355 INT706. Naval ships will carryout firing practice from 0230 UTC to 1130 UTC on 21 Mar, 22 Mar and 24 Mar 2010 in area bounded by</p> <table border="0"> <tr> <td>(A)</td> <td>16-37.00N</td> <td>084-01.00E</td> <td>(B)</td> <td>15-31.00N</td> <td>085-05.00E</td> </tr> <tr> <td>(C)</td> <td>14-01.00N</td> <td>083-15.00E</td> <td>(D)</td> <td>15-11.00N</td> <td>082-14.00E</td> </tr> </table> <p>2. Safe flying height 16000 metres.</p> <p>3. Cancel this message on 25 Mar 2010.</p>	(A)	16-37.00N	084-01.00E	(B)	15-31.00N	085-05.00E	(C)	14-01.00N	083-15.00E	(D)	15-11.00N	082-14.00E																		
(A)	16-37.00N	084-01.00E	(B)	15-31.00N	085-05.00E																									
(C)	14-01.00N	083-15.00E	(D)	15-11.00N	082-14.00E																									
<p><b>141. India East Coast- Chennai.</b> Charts 32 33 313 356 357 3001 3004 INT 706. Firing exercise by Naval Coast Battery from position 13-07.17N 080-18.70E between 0530 UTC to 0730 UTC on 26 Mar 2010.</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 metres.</p> <p>4. Cancel this message on 27 Mar 2010.</p>																														
<p><b>142. India West Coast- Port of Mumbai.</b> Charts 21 22 211 255 292 293 2015 2016 2076 INT 705 INT 706. Firing exercise will be carried out by middle ground, oyster rock and colaba point from 0400 UTC to 0730 UTC on 23 Mar 2010 in areas bounded by</p> <table border="0"> <tr> <td>(I)</td> <td>(A)</td> <td>18-54.65N 072-50.58E</td> <td>(B)</td> <td>18-50.00N 072-54.50E</td> </tr> <tr> <td></td> <td>(C)</td> <td>18-54.50N 072-54.00E</td> <td>(D)</td> <td>18-55.16N 072-50.83E</td> </tr> <tr> <td>(II)</td> <td>(A)</td> <td>18-54.65N 072-50.58E</td> <td>(B)</td> <td>18-50.00N 072-54.50E</td> </tr> <tr> <td></td> <td>(C)</td> <td>18-48.00N 072-52.00E</td> <td>(D)</td> <td>18-54.08N 072-49.80E</td> </tr> <tr> <td>(III)</td> <td>(A)</td> <td>18-48.00N 072-38.00E</td> <td>(B)</td> <td>18-53.58N 072-48.75E</td> </tr> <tr> <td></td> <td>(C)</td> <td>19-00.00N 072-44.08E</td> <td>(D)</td> <td>19-00.00N 072-38.00E</td> </tr> </table> <p>2. Safe flying height 2000 metres.</p> <p>3. Cancel this message 24 Mar 2010.</p>	(I)	(A)	18-54.65N 072-50.58E	(B)	18-50.00N 072-54.50E		(C)	18-54.50N 072-54.00E	(D)	18-55.16N 072-50.83E	(II)	(A)	18-54.65N 072-50.58E	(B)	18-50.00N 072-54.50E		(C)	18-48.00N 072-52.00E	(D)	18-54.08N 072-49.80E	(III)	(A)	18-48.00N 072-38.00E	(B)	18-53.58N 072-48.75E		(C)	19-00.00N 072-44.08E	(D)	19-00.00N 072-38.00E
(I)	(A)	18-54.65N 072-50.58E	(B)	18-50.00N 072-54.50E																										
	(C)	18-54.50N 072-54.00E	(D)	18-55.16N 072-50.83E																										
(II)	(A)	18-54.65N 072-50.58E	(B)	18-50.00N 072-54.50E																										
	(C)	18-48.00N 072-52.00E	(D)	18-54.08N 072-49.80E																										
(III)	(A)	18-48.00N 072-38.00E	(B)	18-53.58N 072-48.75E																										
	(C)	19-00.00N 072-44.08E	(D)	19-00.00N 072-38.00E																										

**143. India West Coast- Kochi.** Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery will be carried out on following dates:

Date	Time
23 Mar 2010	0900 UTC to 1200 UTC
26 Mar 2010	0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC
30 Mar 2010	0900 UTC to 1200 UTC

2. 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

3. Safe flying height 10000 metres.

4. Cancel this message on 31 Mar 2010.

**144. India West Coast – Pigeon Island.** Charts 22 216 257 272 293 2072 INT 706. Naval ships will carry out firing practice on pigeon island between 0230 UTC to 0730 UTC on 19 Mar 2010 (.) Danger area 10 NM around pigeon island.

2. Safe flying height 3500 metres.

3. Cancel this message on 20 Mar 2010.

**145. Cancel Navarea VIII message 131 of 2010. India West Coast – Arabian Sea.** Charts 22 293 258 INT 705. Survey vessel western spirit will carry out seismic survey operations from 17 Mar to 20 Mar 2010 in area bounded by:

(A) 16-04.63N 070-28.01E	(B) 12-07.98N 073-56.20E
(C) 12-12.18N 074-01.21E	(D) 16-08.90N 070-33.10E

2. Vessel will tow four seismic streamers of 10500 metres length. Streamers are approx 08 metres and 20 metres depth below the surface. Each trailing end are attached to tail buoy with radar reflectors and flashing white light spread over a width of approx 400 metres.

3. All vessels operating in the area to exercise caution and give wide berth at least 03 NM abeam, 03 NM ahead and 08 NM astern of the vessel.

4. Mariners are advised to:

(a) Keep well clear of survey area and vessel.

(b) Keep listening watch on vhf channel 16 and working channel 68 and 71 for safety message giving navigational warnings on the specialized operation conducted by vessel.

(c) Vessel will also warn the shipping by some signaling appliances powerful search light or aldis light if the shipping gets close to clearance distance.

(d) Chase boats guarding the vessel and the streamers shall also direct shipping to keep clear of this vessel and streamers.

5. Cancel this message on 21 Mar 2010.

## SECTION – VI

### CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

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

#### Bay of Bengal Pilot (INP-2)

##### Chapter-2 (Page-116)

(Source: Krishnapatnam Port Company Ltd)

Article 2.98

Insert after Para 5

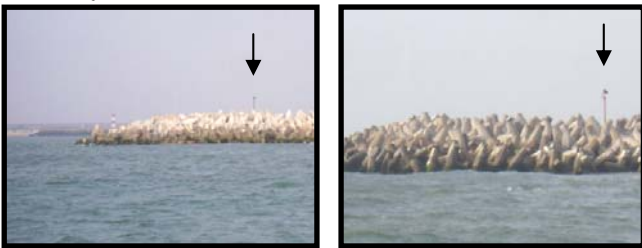


(Photo Courtesy: Krishnapatnam Port Company Ltd)

**View of Port Entrance**

Article 2.99

Insert after Para 11

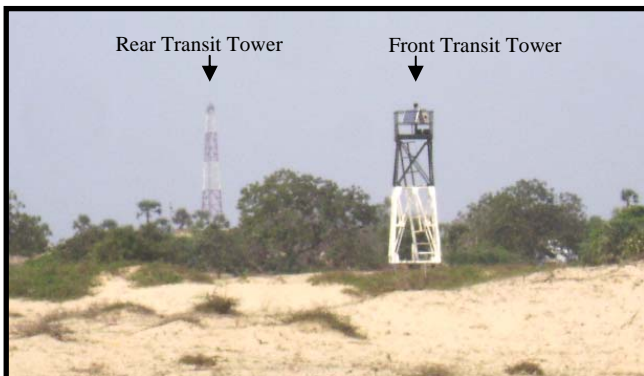


(Photo Courtesy: Krishnapatnam Port Company Ltd)

**North and South Breakwater head light**

Article 2.99

Insert after Para 13



(Photo Courtesy: Krishnapatnam Port Company Ltd)

**Front and Rear Transit tower**

Article 2.99, Para 16

Insert row at the end of table

7	300	15.5
---	-----	------

Article 2.99

Insert after Para 16



(Photo Courtesy: Krishnapatnam Port Company Ltd)

**View of berths**

Article 2.99, Para 17

Delete row from the table

7	300
---	-----

Article 2.100, Para 2(a)

Replace text "Four" by "Seven"

Article 2.100, Para 2(d)

Replace text "2" by "4"

#### Bay of Bengal Pilot (INP-2)

##### (Chapter-2, Page-127)

(Source: Gangavaram Port Ltd)

Delete Article 2.138a and replace by:

**2.138 a**

#### **Gangavaram Port**

**Chart: 3002, 3035 (ENC - IN43002V, IN63035G)**

**1 Position.** The Gangavaram Port Limited (GPL) is located in position (17° 37'.5 N, 83° 14.5' E), about 5 mile SW of Visakhapatnam is an all weather, deep water and multipurpose port.

**2 Function.** Port handles mainly dry bulk cargoes such as coal, iron ore, lime stone raw sugar, slag, fertilizer and project cargo.

**3 Coastal Topography.** The coast line is by and large straight and mainly consists of steep cliffs and sandy shores.

**4 Port Limit.** The Port Limit is as follows:

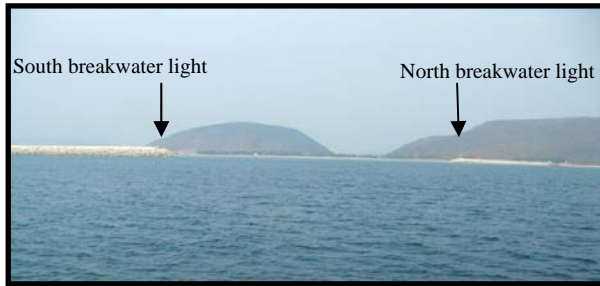
- (a) 17° 38'.56 N, 83° 15'.62 E
- (b) 17° 34'.89 N, 83° 21'.89 E
- (c) 17° 24'.77 N, 83° 13'.52 E
- (d) 17° 31'.79 N, 83° 05'.46 E

**5 Approach and entry.** The port is approached through a (Red and Green) buoyed channel about 200m wide, 1780m in length and dredged to a depth of 20.2m. Channel and turning

basin are well marked by 8 Nos lighted channel marker navigational buoys. One set of leading lights, bearing 265°, is provided to assist in navigation through the channel. The Port is protected by Northern breakwater (about 800m in length) and Southern breakwater (about 1748m in length). Breakwater heads are provided with lights.

6 A turning basin of 600m diameter and dredged to 19.5m depth lies at the western end of the channel well within the protected waters.

7 Entry and berthing instructions are passed through the Port Control on VHF Ch 14/16.



(Photo Courtesy: Gangavaram Port Ltd)

**Harbour entrance from sea**

8 An orange colour **spherical wave rider buoy**, Fl(5)Y 20s 0.59M, is deployed in position (17° 38'.0 N, 83° 15.9' E). All vessels are advised not to navigate in the vicinity and to keep clear of the buoy at least 500m.

9 **Traffic.** about 274 vessels visited the port and about 10 million tonne of cargo handled in 2009.

10 **Maximum size of the vessel handled.** The port has handled vessel of 17.67m draught and 151,000MT DWT.

11 **Arrival Information.** The master, owner or agent of the vessel desiring to enter the port is required to make an application to the Deputy Conservator, Gangavaram Port Limited at least 72 hr prior to vessel's arrival. All arriving vessels are also required to forward pre-arrival notification of security (PANS) and ballast water reporting form in the IMO format duly filled up at least 24 hr prior arrivals.

Tel : +91 891 2701177/2889999

FAX : +91 891 2703377



(Photo Courtesy:Gangavaram Port Ltd)

**View of Port Signal Station on Valla Matta hill**

12 **Land Mark.** Gangavaram Port Signal Station in position (17° 37'.05 N, 83° 13'.93 E), located on Valla Matta hill (66m high), is very conspicuous from the sea while approaching the port. A water tank (31m high) lies in position (17° 37'.53 N, 83° 13'.61 E) which is also conspicuous.



(Photo Courtesy: Gangavaram Port Ltd)

**View of transit marks and water tank**

13 **Port Radio.** All arriving vessels are advised to contact Gangavaram Port Signal Station (Call Sign "Gangavaram Port") on VHF channel 16 at least 2 hours before their arrival at Gangavaram Port. The working channels for VHF are 10, 11 and 14. Port Signal Station is equipped with radar and AIS systems.

14 **Pilotage.**

- Authority for request: Deputy Conservator, Gangavaram Port Ltd
- Pilot embarkation position: 17° 37'.08 N, 83° 17'.53 E.
- Regulations: Indian Ports Act 1908
- Documents to be provided:
  - Ship's certificate of registry
  - International tonnage certificate
  - Crew list
  - Pre-arrival notification of security
  - P and I club certificate of entry
  - Arrival notice and application to berth in the prescribe format
  - Other statutory certificates to be kept handy for inspection
- Request pilots appreciation to the approach of inner harbour and berths: Vessels are advised not to approach westward of pilot boarding point while embarking pilot.
- Information on Vessel Traffic Management System (VTMS): Port has a functional VTMS equipped with Radar, AIS, VHF communication and weather station.

15 **Navigational Aid.**

- One pair of leading lights is installed to assist in navigation through the channel during day and night hours.

Transit marks	Position	Characteristics
Forward transit mark	17° 37'.48 N 83° 13'.76 E	Q Fl W 12M
Rear transit mark	17° 37'.46 N 83° 13'.47 E	Occ W 10s 12M



(Photo Courtesy: INS Darshak)

**Forward and Rear transit mark**

- The entrance channel to the port and the turning circle are marked by eight solar powered lighted navigational buoys. The details of the buoys are as follow:

Buoys	Position	Characteristics
No 1	17° 37'.71 N 83° 15'.71 E	Fl G 5s 5M
No 2	17° 37'.56 N 83° 15'.61 E	Fl R 5s 5M
No 3	17° 37'.67 N 83° 15'.16 E	Fl(3)G 15s 5M
No 4	17° 37'.53 N 83° 15'.17 E	Fl(3)R 15s 5M
No 5	17° 37'.66 N 83° 14'.64 E	Fl(2)G 10s 5M
No 6	17° 37'.42 N 83° 14'.62 E	Fl(2)R 10s 5M
No 7	17° 37'.66 N 83° 14'.32 E	Fl G 5s 5M
No 7A	17° 37'.50 N 83° 14'.08 E	Fl G 5s 5M



(Photo Courtesy: INS Darshak)

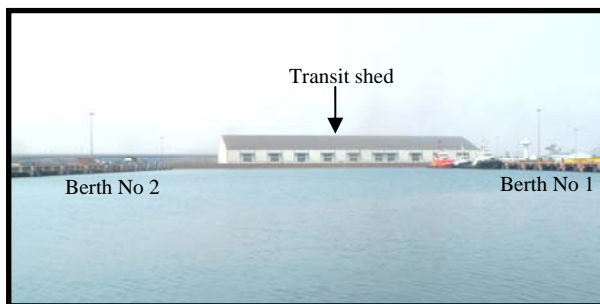
#### Port and Stbd channel buoys

(c) Breakwater heads are provided with lights, the details of which are as follows:

Description	Position	Characteristics
North Breakwater light	17° 37'.70 N 83° 14'.80 E	Fl G 10s 5M
South Breakwater light	17° 37'.40 N 83° 14'.90 E	Fl R 10s 5M

**16 Berths and wharves.** There are total five berths available with suitable H Cell type fenders. The detail of berths is as follow:

Berth No/Name	Length	Draught	Depth
One / General Cargo	242m	70,000T	14.0m
Two / Multipurpose	281m	80,000T	15.5m
Three / Multipurpose	275m	80,000T	15.5m
Four / Iron Ore	340m	200,000T	19.5m
Five / Coal	320m	200,000T	19.5m



(Photo Courtesy:Gangavaram Port Ltd)

#### Berth No1 and 2

**17** All commercial queries including berthing and hiring charges may be forwarded to:-

Director (Commercial)  
Tel: +91 40 44349999  
FAX: +91 40 44349990  
Mob: +91 9949072624  
Email: [commercial@gangavaram.com](mailto:commercial@gangavaram.com)



(Photo Courtesy:Gangavaram Port Ltd)

#### View of Pigeon Island and Berth No 2,3,4&5

#### 18 Anchorage.

- Type/Purpose: Open roadstead/ waiting area and examination anchorages.
- Minimum depth: 29m at the examination anchorage and 34m at the waiting area anchorage.
- Shelter afforded: Open sea anchorage.
- Holding ground: Good holding ground, seabed is mainly mud and sand.
- Recommended pilotage to the anchorage: Services of Pilot is not required for arriving at the anchorage area. However masters are advised to navigate with caution after taking cognizance of prevailing weather conditions, strength and direction of current, proximity of other vessels waiting at anchorage etc.
- Request pilots appreciation to the approach of anchorage area: It is an open roadstead anchorage. Approach to the designated anchorage may be made in consultation with the Port Control, keeping a safe distance from all other vessels at anchorage or navigating in the area.

**19 Tugs.** Four tugs are available in Gangavaram Port. Two tugs are of 45 tonne and one tug of 50 tonne Bollard Pull capacity. Fourth tug is made available for handling capsized vessels of 140,000 MT DWT and above. Three tugs are available for 24 hr and can be contacted on VHF Ch 14. Requesting authority for tugs is Deputy Conservator, Gangavaram Port Ltd.

**20 Tide.** Tides in the Gangavaram Port area is semi diurnal with two high and two low waters. It has mean spring range of about 1.4m and a mean neap range of about 0.6m.

**21 Tidal Stream.** During NE monsoon from Sep to Dec, SW current setting with rates from 0.5 to 2.0 knots. During the rest of the year NE current with rates from 0.5 to 1.5 knots are experienced with maximum being in May. The monsoon driven currents are significantly larger than the tidal currents. Mariners are advised to navigate with caution.

#### 22 Cargo handling facilities.

- The following cargo handling facilities are available in the port:

Configuration	Nos	Rated Capacities
<b>For Coal Terminal:</b>		
Ship Un-loader	2	2400 TPH (each)
Stacker	1	4000 TPH
Re-claimer	1	1500 TPH
Stacker cum Re-claimer	1	4000 TPH / 1500 TPH
Wagon Un-loader	1	1500 TPH
Conveyor to Stack Yard		4000 TPH
Stack yard capacity		1 MMT
<b>Multi-purpose Berths:</b>		
Mobile Harbor Cranes	2	SWL 100 MT (each). Operating radius is 11-24m and height of boom is about 35m
<b>For Iron Ore Terminal</b>		
Ship Loader	1	4500 TPH
Stacker	1	1500 TPH
Re-claimer	1	4500 TPH
Wagon Tippler	1	24 TIPS/HOUR
Conveyor		4500 TPH
Stack yard capacity		1 MMT



(Photo Courtesy:Gangavaram Port Ltd )

**MV Ocean Dragon at Gangavaram Port Coal Berth**

- (b) There are no specialized container handling facilities. However, limited number of containers are handled using ship's crane or mobile harbour crane.  
(c) Lighters facility is not available in the port.  
(d) Roll on/ roll off facility is available in the port.

**23 Repairs.**

- (a) Services of local workshops can be availed to carry out hull and machinery repairs. However, underwater repairs cannot be undertaken as there is no dry docking facility in the port. Dry docking facility is available in adjacent Visakhapatnam port.  
(b) No ship /boat yard is available.  
(c) Hards, ramps, slipway and docking facilities are not available.  
(d) Services of divers are available.

**24 Rescue and distress.** In case of distress within the port's jurisdiction, assistance shall be rendered by the Port and Indian Coast Guard to the extent possible.

**25 Supplies.**

Supplies	Description
Fuel	Marine diesel oil and fuel oil are supplied by authorised and registered bunker supplier using tanker lorries or bunker barge. Arrangements for supply can be made through the vessel's agent

Fresh water	Fresh water is supplied through tanker lorries. Arrangements for supply by registered supplier can be made through the ship agent
Provisions	Provisions can be received through registered ship chandlers
Charts	Supply of charts can be arranged through ship agents by giving sufficient notice

**26 Services.**

Services	Description
Radio/Telegram/FAX/ Telephone	Available
Internet	Available locally
Medical	Available
Quarantine	It can be arranged through agents
Counsel	No
Ship chandlery and stevedores	Stevedoring is undertaken by the port. Port registered ship chandlers are available
Compass adjustment	It can be arranged locally through the ship agent
Tank cleaning	Usually it is not permitted
Hull painting	Not permitted
Police	Police station is located close to the main gate of the port
Ambulance	Available round the clock
Fire fighting	Fire tender is available and the port tugs are also fitted with fire fighting arrangements
Navigational warning and weather bulletin	Navigational warning is issued by the port as and when necessary. Weather warning issued by the Indian Meteorological Department is relayed to the ships in the harbour
Garbage disposal	It can be arranged through local agent by engaging registered agencies
Waste oil disposal	Authorised and port registered agencies are available for waste oil disposal. Arrangements can be made through local agent
Helicopter landing facilities	Not available

**27 Security.**

- (a) Port is in possession of approved Port Facility Security Plan (PFSP). Security measures are being implemented as recommended in PFSP.  
(b) Custom and immigration regulations are in force as per prevailing rules.

**28 Pollution Control.** MARPOL 73-78 regulations, provisions of Merchant Shipping Act, Indian Ports Act and local laws are strictly enforced.

29 **Restrictions on the discharge of ballast water.** The contaminated ballast water shall not be discharged in Port. It is advisable to change the ballast at sea before arriving in the port. Ballast information is required to be furnished through the Ships agent in prescribed IMO format before the vessel's arrival in port.

30 **Shore leave.** Shore leave to the ship's crew is permitted by the Immigration Officer in accordance with prevailing Indian Immigration regulations.

31 **Clubs/ Recreation.**

Services	Description
Information kiosk	Not yet installed
Foreign exchange firms/banks	Nationalised and private banks are located within 5km from the port
Places of interest near port	There are tourist places around Visakhapatnam
Hotels/restaurants	Available within 5km of the port

32 **Communication.**

**Nearest Highway** – NH 5 (9km)

**Nearest Railhead** – Railway siding (2.5km)  
Visakhapatnam (16km)

**Nearest Airport** – Visakhapatnam (13km)

33 **Weather.** The climate is generally influenced by monsoons affecting whole of India, namely SW monsoon and NE monsoon. SW monsoon is generally active during the period from June to September and NE monsoon during November to January. April, May and June are the summer months, in which day temperatures vary between 25-40°C, while temperatures are minimum during December to February with night temperatures falling to 18°C. The rainy season is from June to October with maximum rainfall of 259mm being observed in October. The average wind speed during SW monsoon is observed to be 15knot and 12 knot during NE monsoon.

34 **Port Authority.**

Gangavaram Port Limited  
Post- Gangavaram  
Mandal - Pedagantyada  
Visakhapatnam  
Andhra Pradesh – 530044  
Tel : +91 891 2701177/2889999  
FAX : +91 891 2703377  
Email: marine@gangavaram.com  
Web: www.gangavaram.com



**SECTION – VII**  
**CORRECTIONS TO LIST OF LIGHTS**

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7314.05	Remove from list						
D7314.4	Remove from list						
F0386	Chank Tapu. Off N side	22 32.80N 69 24.60E	Fl W 15s	12	11	White square concrete tower, black bands	<i>fl 1.</i> *
F0550	Remove from list						
F0550.1	Remove from list						
F0687	Remove from list						
F0688	Remove from list						
F0919.1	Cuddalore. Chemplast Sanmar Terminal. Jetty. S end ----	11 38-38 N 79 46-32 E ..	Fl(3)W 10s Racon * ..				ILRS Vol 2 Station 79128 *
F1477.3	- Pulau Jerkom Besar *	6 15-39 N 99 46-26 E	Fl W 5s	79	15	White GRP tower	TE 2010 *
K1034	- Gosong Mampango (I) -- *	3 34-71 S 109 10-16 E ..	Fl W 5s Racon ..	13	12	Red and white framework structure 20	<i>fl 0-5.</i> Obs 052°-135°(83°). Ra refl. PA. TE 2010 ILRS Vol 2 Station 85940. TD 2010 *
K1144.48	Juana Channel (I) * *	6 39-96 S 111 11-26 E * *	Fl W 2s * *	10	12	White pipe beacon 7 * *	<i>fl 0.5</i> *
K1144.65	Pulau Channel (I) * *	6 39-04 S 111 17-46 E * *	Fl W 4s * *	10	12	White pipe beacon 7 * *	<i>fl 0.5</i> *
K1144.68	Karang Seliro (I) * *	6 41-35 S 111 19-26 E * *	Fl W 4s * *	8	12	White pipe beacon 7 * *	<i>fl 1</i> *
K1157	Ujung Pangkah (I) *	6 50-43 S 112 32-90 E *	Fl W 6s *	30	16	White beacon *	<i>fl 0-4</i> *
K1197	- Karang Manila (I) * *	7 21-53 S 113 10-18 E * *	Fl(2) W 12s * *	12	12	Black 8 on black beacon, red band * *	<i>fl 0-5, ec 1, fl 0.5, ec 10</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. 04 dated 16 Feb 10)*

**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. 05 dated 01 Mar 2010)*

*Page 85, India Section, Gangavaram*

*Delete position "17° 37'N, 83° 16'.5E" and replace by "17° 37'.5N, 83° 14'.5E"*

*Page 85, India Section, Gangavaram, Pilots and Port*

*Delete Telephone and replace by:*

TEL: +91(0) 891 2701177/2889999

*Page 85, India Section, Gangavaram, Procedure(2)*

*Delete position "(17° 36'.8N, 83° 17'.5E)" and replace by "(17° 37'.08N, 83° 17'.53E)".*

Source :- Gangavaram Port Ltd.

## **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)

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

<b>(e) Port Information:</b>	
(i) Berthing	
(ii) Cranage	
(iii) Tugs	
(iv) Dry Docks	
(v) Repair Facilities	
(vi) Pilotage	
(vii) Fuel	
(viii) Water	
(ix) Any other (Specify)	
<b>(f) Environmental Data</b>	
(i) Met information	
(ii) Tides and Tidal Stream	
(iii) Pollutants	
(iv) Effluents	
(v) Marine Life / Habitats	
<b>(g) Other changes, if any, with Details:</b>	
<b>6. Information on the Positions of Danger / Changes Reported above:</b>	
(a) Positioning System used	
(b) Datum [WGS/Everest/ Local (Specify)]	
(c) Accompanying plots / photographs if any	
<b>7. Information on the Soundings / Depths Reported above:</b>	
(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	
<b>8. Limitations if any in Reporting the changes above</b>	

Filled By  
(Name & Designation)

Checked by  
(Name & Designation)

Place  
Date

I.H. 102a

**HYDROGRAPHIC NOTE FOR PORT INFORMATION****(For Reporting Changes to Port Information)**

<b>1 Name and Address of the Port.</b>	
(a) Name	
(b) Address	
(c) Phone No's	
(d) Web Site	
(e) E Mail	
<b>2 General Remarks</b>	
(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	
<b>3 Anchorages</b>	
(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	
<b>4 Pilotage</b>	
(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	
<b>5 Directions</b>	
(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)	
<b>6 Pollution Control</b>	
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 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



*To accompany Indian Notice to Mariners 095/10*

*Chart 2023*

**CAUTION**

The lagoons are infested with numerous isolated coral reef patches in areas of deeper depths surrounding them. Mariners are advised to be cautious while navigating in and around lagoon areas.