



# INDIAN NOTICES TO MARINERS



EDITION NO. 13 DATED 01 JUL 2010  
(CONTAINS NOTICES 178 TO 189)

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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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## II

### **MARINER'S OBLIGATION AND A CHART MAKER'S PLEA**

Observing changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Government of India at the above mentioned address/fax number/ E mail address immediately on discovering new or suspected dangers to navigation, changes/defects pertaining to navigational aids, and 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**



### III

## EXPLANATORY NOTES

**Corrections to Charts and Publications.** Section I comprises List of Charts affected by the notices contained in this edition. Whereas sections II and III contain information for correcting the charts and publications. Mariners should insist on corrected charts from their chart distributors/agents.

- (a) Geographical positions given are in the horizontal datum of the current edition of the chart, unless otherwise stated.
- (b) Bearings are true, reckoned clockwise from 000° to 359°. Bearings to lights are from seaward.
- (c) Symbols referred to, are those shown on the chart 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 over loading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

## IV

**Laws and Regulations.** While in the interest of the safety of shipping, the Hydrographic Office makes every endeavor to include in its publications details of the laws and regulations of all countries pertaining to navigation, it must be clearly understood: -

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

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

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

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

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

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

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

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

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
<b>IN54001E</b>	<b>4001</b>	<b>ELPHINSTON HARBOUR AND RANGAT BAY</b>	<b>31-07-2007</b>
<b>IN3221AQ</b>	<b>221</b>	<b>ALLEPPEY TO QUILON</b>	<b>31-05-2008</b>

2. The Indian Electronic Navigation ChartS permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
<b>IN54001E</b>	<b>4001</b>	<b>ELPHINSTON HARBOUR AND RANGAT BAY</b>	<b>31-07-2003</b>
<b>IN3221AQ</b>	<b>221</b>	<b>ALLEPPEY TO QUILON</b>	<b>31-03-2004</b>

3. The forthcoming Indian Charts are as follows:-

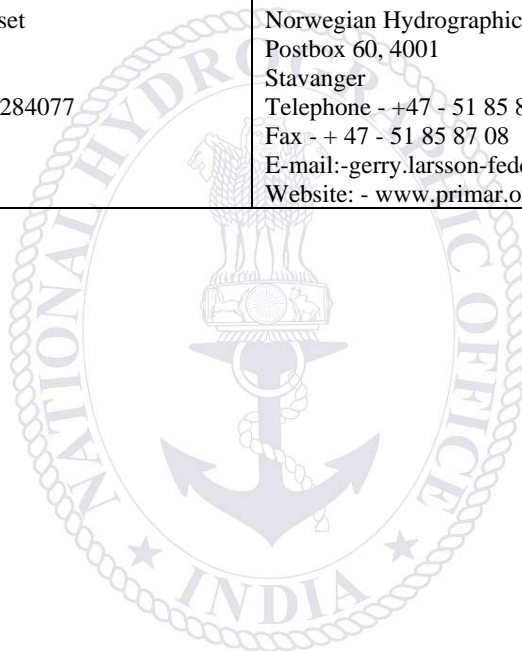
<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>356 (INT 7400)</b>	<b>CHENNAI TO RAMAYPATNAM</b>	3,00,000	New Edition
<b>2004 (INT 7359)</b>	<b>KOCHI (COCHIN HARBOUR)</b>	25,000	New Edition
<b>2045 (INT 7360)</b>	<b>PORT OF KOCHI (COCHIN)</b>	7,500	New Edition
<b>201</b>	<b>GORA CHAN CREEK TO GODIA CREEK</b>	1,50,000	New Edition

## VI

### Availability of ENC's.

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

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	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
United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk	Director General Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:-gerry.larsson-fedde@statkart.no Website: - www.primar.org



## VII

### TEMPORARY AND PRELIMINARY NOTICES

*In Force 01 Jul 2010*

*(Former In Force List dated 01 Apr 2010 is cancelled)*

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#### Cancelled Notices

<i>Area</i>	<i>Notice No.</i>
1	<i>Nil</i>
2	249/09, 318/09, 329/09, 330/09, 063/10, 074/10, 126/10, 127/10, 128/10, 145/10, 146/10.
3	200/09, 202/09, 130/10, 177/10.
4	<i>Nil</i>

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#### 1. AFRICA EAST COAST, MADAGASCAR, RED SEA, ARABIA, PERSIAN GULF, PAKISTAN

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
506/04	20 – 8004.	IRAN – Khuran (Clarence Strait) – Jetty. Buoyage. Depths. Drying height. Pilot boarding place. Lights. Mooring buoys.
445/06	20 – 21 – 286 – 291 – 2088 – 2094 – 2095 – 2096 – 7703 (INT703) – 7705(INT 705) – 8009 – 8010.	ARABIAN SEA – RED SEA – Submarine cables.
446/06	20 – 21 – 22 (INT 752) – 255 (INT 7334) – 291 – 292 (INT 7021) – 2016 (INT 7336) – 2088 – 2094 – 2095 – 2096 – 7705(INT 705) – 7706 (INT 706).	ARABIAN SEA – Seeb to Mumbai (Bombay) – Submarine cable.
577/06	20.	SAUDI ARABIA – EAST COAST – Buoyage. Restricted areas.
598/06	20.	SAUDI ARABIA – EAST COAST – Al Khubar to Al Kuwayt, KUWAIT – Submarine cable.
599/06	20.	BAHRAIN – Al Manama to SAUDI ARABIA, Al Khubar – Submarine cable.
600/06	20 – 8004.	KUWAIT – Al Kuwayt to Bandar 'Abbas, IRAN – Submarine cable
249/08	20 – 288 – 289 – 8004.	UNITED ARAB EMIRATES – QATAR – Submarine cables.
354/08	20 – 289.	UNITED ARAB EMIRATES – Jazirat Das to Ras al Qila – Submarine pipeline.
201/09	2049 – 2050.	PAKISTAN – Karachi Harbour – Lower Harbour Eastwards – Works.

#### 2. INDIA WEST COAST – INDIAN OCEAN

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
137/04	21 – 203 – 2068 – 7705 (INT705).	INDIA – WEST COAST – Gulf of Kachchh – Ballast Split.
102/05	2021 – 2068 – 2080.	INDIA – WEST COAST – Gulf of Kachchh – Mundra Port – Work.
171/08	2040.	INDIA – WEST COAST – Porbandar Anchorage – Depth.
216/08	273 – 2006.	INDIA – LAKSHADWEEP – Minicoy Island – Construction work.

## VIII

### 2. INDIA WEST COAST – INDIAN OCEAN (Continued)

439/08	2080 – 2018 (INT 7321) – 2059 (INT 7322).	INDIA – WEST COAST – Kandla – Sogal channel – Buoy. Jetty.
084/09	2053.	INDIA – WEST COAST – Sacrifice Rock to Bepore – Breakwater.
085/09	2047.	INDIA – LAKSHADWEEP – Plans in Lakshadweep – Kalpitti to Parali Island – Agatti – Jetty.
130/09	22 (INT 752) – 23 – 268 (INT 7353) – 272 – 273 – 292 (INT 7021) – 293 (INT 7022) – 7071 (INT 71) – 7072 (INT 72) – 7073 (INT 73) – 7705 (INT 705)	INDIAN OCEAN – INDIA – WEST COAST– Arabian Sea – Data Buoys.
132/09	21 – 33 – 271 – 292 (INT 7021)	INDIA – WEST COAST & INDIAN OCEAN – Tsunami Data Buoys.
248/09	22(INT752) – 705(INT705).	INDIA – ARABIAN SEA – Buoys.
252/09	2022 (INT 7345).	INDIA – WEST COAST – Approaches to Mormugoa – Buoy.
331/09	203(INT 7319) – 2068.	INDIA – WEST COAST – Gulf of Kachchh – Deep water route – Buoy.
367/09	2020 – 2078 (INT 7346).	INDIA – WEST COAST – Approaches to Mormugao – Construction Work.
368/09	22 (INT 752) – 23 – 32 (INT 754) – 214 – 215 – 221 – 257 (INT 7343) – 259 (INT 7356) – 260 (INT 7362) – 261 – 263 (INT 7383) – 293 (INT 7022).	INDIA – WEST COAST – Arabian Sea – ADCP Moorings.
072/10	2016(INT7336) – 2015 (INT7337) – 2001.	INDIA – WEST COAST – Mumbai Harbour – Mooring Buoy.
073/10	2016(INT 7336) – 2015(INT 7337) – 2001 – 2076(INT 7338).	INDIA – WEST COAST – Mumbai Harbour – Dredging Operation, Dumping Ground.
102/10	2019 – 2101.	INDIA – WEST COAST – Approaches to Hazira – Buoys. Beacons.
103/10	2011.	INDIA – WEST COAST – Jaigarh Harbour – Dredging. Light. Breakwater. Works.
168/10	253 (INT 7328) – 206 – 2055.	INDIA – WEST COAST – Mul Dwarka Port – Data Buoys.
169/10	253 (INT 7328) – 206 – 2055.	INDIA – WEST COAST – Mul Dwarka Port – Current Meter Observation.

### 3. INDIA EAST COAST – ANDAMAN NICOBAR, SRI LANKA, MAYANMAR

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
540/05	7708 (INT 708).	INDIAN OCEAN – Cocos Islands – Light– beacon.
106/07	358 (INT 7394) – 317.	INDIA – SRILANKA – Palk Bay – Western Portion – Obstructions.
419/07	406 – 4010.	INDIA – ANDAMAN SEA – Little Andaman Islands – Hut Bay – Light.
200/08	32 (INT754) – 33 – 357 (INT 7397) – 3007 – 3033.	INDIA – EAST COAST – Chemplast Karaikal Terminal – Construction Work. Dredging.



## IX

### 3. INDIA EAST COAST – ANDAMAN NICOBAR, SRI LANKA, MAYANMAR (Continued)

220/08	31 – 351 – 3017.	INDIA – EAST COAST – Approaches to Dhamra River – Construction Work.
131/09	31 – 32 (INT 754) – 33 – 41 – 356 (INT 7400) – 391 – 407 – 472 (INT 7032) – 473 (INT 7031).	INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys.
185/09	225 – 2063.	SRI LANKA – WEST COAST – Colombo Harbour and Approaches – Depths.
199/09	3035.	INDIA – EAST COAST – Gangavaram Port – Data Buoy.
254/09	23 – 32 (INT 754) – 33 – 41 – 225 – 264 – 356 (INT 7400) – 371 – 391 – 7706 (INT706).	INDIA – BAY OF BENGAL – Buoys.
340/09	352 (INT 7416) – 3010 (INT 7418).	INDIA – EAST COAST – Paradip Port – Buoy.
383/09	33 – 41 – 473 (INT 7031) – 405.	INDIA – ANDAMAN ISLANDS – South Andaman Island – Chidiyatapu – Light.
395/09	308 – 3002 (INT 7410) – 3012 (INT 7411).	INDIA – EAST COAST – Approaches to Visakhapatnam – Submarine Pipeline. Single Point Mooring. Buoy.
37/10	225 – 2063.	SRI LANKA – WEST COAST – Colombo Harbour and Approaches – Construction Work. Restricted area. Recommended routes.
38/10	3028.	INDIA – EAST COAST – Port of Ennore – Jetty. Construction Work. Dredging.
129/10	31 – 32 (INT 754) – 391 – 354 (INT 7408).	INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges.
147/10	263 – 264 – 225 – 2063.	SRI LANKA – West Coast – Approaches to Colombo – Submarine pipeline.
156/10	31 – 32 (INT 754) – 391 – 354 (INT 7408).	INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges.
170/10	23 – 31 – 33 – 7702 (INT 702) – 7703 (INT 703) – 7706 (INT 706) – 7707 (INT 707).	INDIAN OCEAN – Data buoys.
171/10	31 – 32 (INT 754) – 391 – 354 (INT 7408).	INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges.
189/10	31 – 32 (INT 754) – 33 – 262 – 308 – 352 (INT 7416) – 353 (INT 7413) – 354 (INT 7408) – 355 (INT 7405) – 357 (INT 7397) – 391.	INDIA – EAST COAST – Bay of Bengal – Underwater Moorings.

### 4. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA

383/03	33 – 41.	INDONESIA – Sumatera – North and Northwest Coasts – Restricted area.
223/07	4026 – 4027.	MALAYSIA – Peninsular Malaysia, West Coast – Pinang Harbour – Coastline. Works. Lights. Beacons. Depths. Drying patch. Wrecks. Obstructions. Dredged areas. Marine farms.
377/07	7508 (INT 508).	INDONESIA – Sumatera – Pulau Belitung West Coast – Tanjungpandan to Jawa North Coast – Pakis – Submarine cable.
341/09	41 – 9001.	INDONESIA – Sumatera – East Coast – Teluk Aru Eastwards – Submarine pipeline.

**SECTION – I**

The list of charts affected by the Notices 178 to 189 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
20	1	187
21	2	187
31	5	189(T)
32(INT754)	5	189(T)
33	5	189(T)
208	2	179
245	1	187
254(INT7331)	2	179
262	4	189(T)
289	1	187,188
290	1	187
308	5	189(T)
352(INT7416)	5	189(T)
353(INT7413)	5	189(T)
354(INT7408)	5	189(T)
355(INT7405)	5	189(T)
357(INT7397)	5	182,189(T)
391	5	189(T)
2039	2	179
2045(INT7331)	3	180
2060	2	178
2102	2	179
3012(INT7411)	5	184,185
3025	5	183
3029	5	182
3033	5	181
8005	1	186

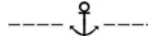

**SECTION – II**  
**PERMANENT NOTICES**

**\*178/(13/10) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Salaya and Pathfinder Inlet – Anchorage Area. Anchorage Prohibited Area.**

Source: NHO Dehradun.

(HJ/1131/20)

**Chart 2060** [previous update NE 28 Feb 2010]

Substitute  for , joining:

22° 39'·00N., 69° 42'·83E.(N Border)

22° 38'·00N., 69° 42'·83E.

22° 38'·72N., 69° 44'·00E.(E Border)

**\*179/(13/10) INDIA – WEST COAST – Bhavnagar Port – Light Vessel.**

Source: DLL Jamnagar

(HJ/1130/27)

**Chart 254(INT7331)** [previous update 137/10]

Insert  Fl.7s12m8M Bell 21° 41'·46N., 72° 18'·40E.

Delete  Fl.7s12m8M Bell 21° 42'·20N., 72° 18'·40E.

**Chart 208** [previous update 158/10]

Insert  Fl.7s12m8M Bell 21° 41'·46N., 72° 18'·40E.

Delete  Fl.7s12m8M Bell 21° 41'·92N., 72° 18'·39E.

**Chart 2039** [previous update 158/10]

Insert  Fl.7s12m8M Bell 21° 41'·46N., 72° 18'·40E.

Delete  Fl.7s12m8M Bell 21° 41'·79N., 72° 18'·37E.

**Chart 2102** [previous update NC 31 Aug 2000]

Insert  Fl.7s12m8M Bell 21° 41'·46N., 72° 18'·40E.

Delete  Fl.7s12m8M Bell 21° 42'·09N., 72° 18'·37E.

**Former INM 128(T)/10 is cancelled.**

**\*180/(13/10) INDIA – WEST COAST– Port of Kochi – Jetty.**

Source: IH 102 – INS Sutlej.

(HJ/1030/93)

**Chart 2045(INT 7360)** [previous update 361/09]

Insert jetty, single firm line, joining: 09° 57'·704N., 76° 16'·609E

09° 57'·708N., 76° 16'·617E

09° 57'·702N., 76° 16'·621E

09° 57'·704N., 76° 16'·626E

09° 57'·728N., 76° 16'·614E

09° 57'·726N., 76° 16'·608E

09° 57'·714N., 76° 16'·614E















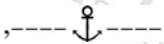
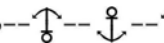
09° 57'·710N., 76° 16'·607E

**\*181/(13/10) INDIA – EAST COAST – Karaikal Anchorage – Karaikal Port – Buoys. Pilot Boarding Place. Anchorage Areas. Lights.**














Source: Karaikal Port Company Limited.

(HJ/1029/00)

**Chart 3033** [previous update 113/10]







Insert	 <i>Fl.3s.5-7M</i>	10° 50′.33N., 79° 57′.14E.
	 <i>No.1 Fl.G.5s5-7M</i>	10° 50′.41N., 79° 56′.48E.
	 <i>No.3 Fl(2)G.5s5-7M</i>	10° 50′.41N., 79° 55′.57E.
	 <i>No.5 Fl.G.5s5-7M</i>	10° 50′.41N., 79° 54′.66E.
	 <i>No.7 Fl(2)G.5s5-7M</i>	10° 50′.40N., 79° 53′.75E.
	 <i>No.9 Fl.G.5s5-7M</i>	10° 50′.40N., 79° 52′.84E.
	 <i>No.11 Fl(2)G.5s5-7M</i>	10° 50′.40N., 79° 51′.93E.
	 <i>No.2 Fl.R.5s5-7M</i>	10° 50′.33N., 79° 56′.48E.
	 <i>No.4 Fl(2)R.5s5-7M</i>	10° 50′.32N., 79° 55′.57E.
	 <i>No.6 Fl.R.5s5-7M</i>	10° 50′.32N., 79° 54′.66E.
	 <i>No.8 Fl(2)R.5s5-7M</i>	10° 50′.32N., 79° 53′.75E.
	 <i>No.10 Fl.R.5s5-7M</i>	10° 50′.31N., 79° 52′.84E.
	 <i>No.12 Fl(2)R.5s5-7M</i>	10° 50′.31N., 79° 51′.93E.
		10° 50′.63N., 79° 57′.14E.
	anchorage area  , joining:	10° 51′.00N., 79° 54′.06E. 10° 51′.90N., 79° 54′.06E. and 10° 51′.00N., 79° 57′.00E. 10° 51′.00N., 79° 57′.38E. 10° 51′.90N., 79° 57′.38E. 10° 51′.90N., 79° 57′.00E.
	anchorage area  , joining:	10° 51′.90N., 79° 56′.60E. 10° 51′.00N., 79° 56′.60E.
	legend, “Less than 12,0 m”, centered on:	10° 51′.45N., 79° 55′.30E.

**\*181/(13/10) INDIA – EAST COAST – Karaikal Anchorage – Karaikal Port – Buoys. Pilot Boarding Place. Anchorage Areas. Lights.(continued)**

Delete	 <i>Fl. 1, 5s 10M</i>	10° 50' 41N., 79° 56' 59E.
	 <i>No. 2</i>	10° 50' 32N., 79° 54' 97E.
	 <i>Fl. R 1, 5s 5-7M</i>	10° 50' 31N., 79° 53' 70E.
	 <i>No. 4</i>	10° 50' 31N., 79° 52' 43E.
	 <i>Fl. R 2, 5s 5-7M</i>	10° 50' 41N., 79° 54' 97E.
	 <i>No. 6</i>	10° 50' 40N., 79° 53' 70E.
	 <i>Fl. G 1, 5s 5-7M</i>	10° 50' 40N., 79° 52' 43E.
	 <i>No. 3</i>	10° 50' 20N., 79° 57' 00E.
	 <i>Fl. G 2, 5s 5-7M</i>	
	 <i>No. 5</i>	
	 <i>Fl. G 1, 5s 5-7M</i>	
	 <i>Light</i>	
	anchorage area,  , joining:	10° 51' 00N., 79° 54' 06E.
		10° 51' 00N., 79° 54' 02E.
		10° 51' 90N., 79° 54' 02E.
		10° 51' 90N., 79° 54' 06E.
		and
		10° 51' 90N., 79° 57' 00E.
		10° 51' 00N., 79° 57' 00E.
Amend	buoy to, <i>No. 13</i>	10° 50' 39N., 79° 51' 13E.
	<i>Fl. G. 5s 2M</i>	
	<i>No. 14</i>	10° 50' 31N., 79° 51' 13E.
	<i>Fl. R. 5s 2M</i>	
	<i>Fl. R. 5s 2M</i>	10° 50' 17N., 79° 51' 02E.
	<i>Fl. R. 5s 2M</i>	10° 50' 04N., 79° 51' 02E.
	<i>Fl. R. 5s 2M</i>	10° 49' 92N., 79° 51' 04E.
	light to, <i>Fl. 5s 24m 5M</i>	10° 50' 35N., 79° 50' 58E.
	<i>Fl. 5s 12m 5M</i>	10° 50' 35N., 79° 50' 84E.
	<i>Fl(2)G 5s 9m 5-7M</i>	10° 50' 47N., 79° 51' 42E.
	<i>Fl(2)R 5s 9m 5-7M</i>	10° 50' 22N., 79° 51' 42E.
	<i>Fl. R. 10s 6m 2M</i>	10° 50' 15N., 79° 50' 89E.
		10° 49' 91N., 79° 50' 94E.
	legend to, “ <i>Less than 8,0m</i> ”, centered on:	10° 51' 46N., 79° 53' 50E.

**\*181/(13/10) INDIA – EAST COAST – Karaikal Anchorage – Karaikal Port – Buoys. Pilot Boarding Place. Anchorage Areas. Lights.(continued)**

**Chart 3033(plan) [previous update 113/10]**

Insert		No.7 Fl(2)G.5s5-7M	10° 50′.404N., 79° 53′.750E.
		No.9 Fl.G.5s5-7M	10° 50′.400N., 79° 52′.839E.
		No.11 Fl(2)G.5s5-7M	10° 50′.397N., 79° 51′.928E.
		No.8 Fl(2)R.5s5-7M	10° 50′.316N., 79° 53′.750E.
		No.10 Fl.R.5s5-7M	10° 50′.312N., 79° 52′.839E.
		No.12 Fl(2)R.5s5-7M	10° 50′.309N., 79° 51′.928E.

anchorage area , joining: 10° 51′.000N., 79° 54′.060E.  
10° 51′.900N., 79° 54′.060E.

legend to, “Less than 12,0 m”, centered on: 10° 51′.45N., 79° 54′.33E.

Delete		No.3 Fl.G 2,5s5-7M	10° 50′.403N., 79° 53′.700E.
		No.5 Fl.G 1,5s5-7M	10° 50′.397N., 79° 52′.432E.
		No.4 Fl.R 2,5s5-7M	10° 50′.317N., 79° 53′.700E.
		No.6 Fl.R 1,5s5-7M	10° 50′.312N., 79° 52′.432E.

anchorage area , joining: 10° 51′.000N., 79° 54′.060E.  
10° 51′.000N., 79° 54′.020E.  
10° 51′.900N., 79° 54′.020E.  
10° 51′.900N., 79° 54′.060E.

Amend	legend to, “Less than 8,0 m”, centered on:	10° 51′.500N., 79° 53′.500E.
	light to, Fl(2)G 5s 9m 5-7M	10° 50′.470N., 79° 51′.415E.
	Fl(2)R 5s 9m 5-7M	10° 50′.225N., 79° 51′.420E.
	Fl.5s12m 5M	10° 50′.350N., 79° 50′.842E.
	Fl.5s24m 5M	10° 50′.348N., 79° 50′.577E.
	Fl.R.10s 6m 2M	10° 50′.150N., 79° 50′.897E. 10° 49′.905N., 79° 50′.947E.

buoy to,	No.13 Fl.G.5s 2M	10° 50′.397N., 79° 51′.128E.
	No.14 Fl.R.5s 2M	10° 50′.306N., 79° 51′.126E.
	No.1 Fl.R.5s 2M	10° 50′.165N., 79° 51′.021E.
	No.2 Fl.R.5s 2M	10° 50′.044N., 79° 51′.028E.
	No.3 Fl.R.5s 2M	10° 49′.924N., 79° 51′.035E.

**\*182/(13/10) INDIA – EAST COAST– Point Calimere to Chennai (Madras) – Vanigiri – Port Limit. Legend.**

Source: Tamil Nadu Maritime Board.

(HJ/1030/10)

**Chart 357(INT 7397) [previous update 153/10]**

Insert	port limit, -----, joining:	(a)	11° 07′.35N., 79° 51′.48E
		(b)	11° 07′.47N., 79° 53′.95E
		(c)	11° 06′.40N., 79° 53′.95E
		(d)	11° 06′.88N., 79° 51′.48E

legend, “Vanagiri Port Limit”, within: (a) – (d) above

**Chart 3029 [previous update 069/10]**

Insert	port limit, -----, joining:	(a)	11° 06′.88N., 79° 51′.48E
		(b)	11° 06′.40N., 79° 53′.95E
		(c)	11° 07′.01N., 79° 53′.95E (N Border)

legend, “Vanagiri Port Limit”, along: (a) – (b) above

(b) – (c) above

**\*183/(13/10) INDIA – EAST COAST– Porto Novo Anchorage – Port Limit. Legend.**

Source: Tamil Nadu Maritime Board.

(HJ/1030/10)

**Chart 3025 [previous update 087/10]**

Insert	port limit, -----, joining:	(a)	11° 31′.65N., 79° 46′.00E
		(b)	11° 30′.77N., 79° 49′.70E
		(c)	11° 29′.67N., 79° 50′.05E
		(d)	11° 30′.88N., 79° 46′.65E
			11° 30′.88N., 79° 46′.32E

legend, “Limit of Port of Parangipettai”, along: (a) – (b) above

(b) – (c) above

(c) – (d) above

**\*184/(13/10) INDIA – EAST COAST– Vishakhapatnam Harbour – Maintained depths.**

Source: Vishakhapatnam Port Trust

(HJ/1029/76)

**Chart 3012 [previous update 391/09]**

Amend	maintained depth to 20,0m	17° 41′.118N., 83° 18′.715E
	maintained depth to 19,0m	17° 41′.050N., 83° 18′.285E
	maintained depth to 16,0m	17° 41′.198N., 83° 17′.835E
	maintained depth to 19,0m	17° 41′.258N., 83° 17′.938E
	maintained depth to 16,5m	17° 41′.323N., 83° 17′.860E
	maintained depth to 18,2m	17° 41′.430N., 83° 17′.950E
	maintained depth to 18,2m	17° 41′.495N., 83° 18′.045E
	maintained depth to 16,5m	17° 41′.498N., 83° 18′.120E
	maintained depth to 11,8m	17° 41′.225N., 83° 17′.180E
	maintained depth to 12,3m	17° 41′.536N., 83° 16′.980E
	maintained depth to 12,1m	17° 41′.685N., 83° 17′.058E

**\*185/(13/10) INDIA – EAST COAST– Vishakhapatnam Harbour – Legend.**

Source: INM 405/07

(HJ/1029/76)

**Chart 3012** [previous update 184/10] {Reprint Copies 227.09 Only}

Delete legend, “Works in Progress (1998)”, centered on: 17° 41′.175N., 83° 17′.980E

**186/(13/10) OMAN – Musandam Peninsula Northwards – Keshal – Light.**

Source: BA Notice – 2995/10.

(HJ/1132/63)

**Chart 8005** [previous update 303/09]

Amend light to, Fl(2)5s3m5M 26° 23′.51N., 56° 24′.73E.

**187/(13/10) OMAN – Ra’s Al Hadd Eastwards and Approaches to Strait of Hormuz – Obstructions.**

Source: BA Notice – 3025/10.

(HJ/1132/30)

**Chart 20** [previous update 163/10] WGS84 DATUM

Insert  Subm buoy 23° 23′.5N., 59° 28′.7E.  
 Subm buoy 22° 32′.5N., 60° 26′.9E.  
24° 54′.0N., 56° 40′.9E.  
24° 54′.5N., 56° 53′.9E.  
24° 55′.0N., 57° 02′.7E.

**Chart 21** [previous update 172/10] WGS84 DATUM

Insert  Subm buoy 23° 23′.5N., 59° 28′.7E.  
22° 32′.5N., 60° 26′.9E.  
21° 34′.7N., 60° 14′.0E.

**Chart 289** [previous update 163/10] WGS84 DATUM

Insert  Subm buoy 24° 54′.0N., 56° 40′.9E.  
24° 54′.5N., 56° 53′.9E.  
24° 55′.0N., 57° 02′.7E.

**Chart 290** [previous update 161/10] WGS84 DATUM

Insert  Subm buoy 23° 23′.5N., 59° 28′.7E.  
22° 32′.5N., 60° 26′.9E.  
 Subm buoy 24° 54′.0N., 56° 40′.9E.  
24° 54′.5N., 56° 53′.9E.  
24° 55′.0N., 57° 02′.7E.

**Chart 245** [previous update 092/10] WGS84 DATUM

Insert  Subm buoy 24° 54′.0N., 56° 40′.9E.  
24° 54′.5N., 56° 53′.9E.  
24° 55′.0N., 57° 02′.7E.

**188/(13/10) QATAR – Doha (Ad Dawhah) North-eastwards – Jazt. Halul North-eastwards – Legend.**

Source: BA Notice – 3077/10.

(HJ/1132/57)

**Chart 289** [previous update 187/10]

Insert legend, “Local Magnetic Anomaly”, centred on: 25° 47′.4N., 52° 35′.8E.



**SECTION – III**  
**TEMPORARY AND PRELIMINARY NOTICES**

**\*189(T)/(13/10) INDIA – EAST COAST – Bay of Bengal – Underwater Moorings.**

Source: NIO Goa.

(HJ/1029/59)

1. Following underwater moorings consisting of an upward looking Acoustic Doppler Current Profiler (ADCP) for measuring the current laid in the following positions:

Sl. Mooring	Position		Depth of ADCP(m)	Charts Affected
	Latitude	Longitude		
01 BNBD-1	18° 59.93N	88° 59.85E	298	31.
02 SSM-1	08° 47.96N	79° 10.79E	79	32(INT754) – 262.
03 BOPD	12° 00.89N	80° 12.24E	330	32(INT754) – 33 – 357(7397).
04 BOPS	12° 01.85N	80° 08.14E	107	32(INT754) – 33 – 357(7397).
05 BOKD-1	16° 23.23N	82° 29.83E	294	31 – 32(INT754) – 355(INT7405) – 391.
*06 BOKS-1	16° 18.42N	82° 10.54E	97	31 – 32(INT754) – 355(INT7405) – 391.
07 BOGS-2	19° 25.19N	85° 37.96E	103	31 – 352(INT7416) – 353(INT7413).
08 BOGD-2	19° 22.87N	85° 47.80E	297	31 – 352(INT7416) – 353(INT7413).
09 BNBD-2	19° 03.96N	88° 54.15E	360	31.
10 BOVS -1	17° 48.78N	83° 58.67E	101	31 – 32(INT754) – 308– 354(INT7408) – 391.

2. All vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.
3. \* Indicates revised entry.
4. **Former INM 177(T)/10 is cancelled.**

**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)

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<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>		

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**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 30 Jun 10.

**2010 SERIES** - 138 195 252 264 297 303 304 314 315 321 325 342 351 352 353 355 361 369  
373 374 375 376 377 379 380 381 382 383 384 385 386

3. NAVAREA VIII Warnings issued during the period from 16 Jun 10 to 30 Jun 10 (both dates inclusive) are as tabulated below:-

<b>365. Self Cancelling. India West Coast – Ghogha.</b> Charts 21 208 254 292 2039 INT 705. Perigee light vessel 21-42.13N 072-18.34E re-established.
<b>366. India West Coast- Port of Mumbai.</b> Charts 21 22 211 255 292 293 2015 2016 2076 INT 705 INT 706. Firing exercise by Middle Ground, Oyster Rock and Colaba Point from 0400 UTC to 0730 UTC on 22 Jun 2010. Danger area bounded by following co-ordinates: <b>Middle Ground</b> (a) 18-54.39N 072-50.35E (b) 18-50.00N 072-54.30E (c) 18-54.30N 072-54.00E (d) 18-55.10N 072-50.50E <b>Oyster Rock</b> (a) 18-54.39N 072-50.35E (b) 18-50.00N 072-54.30E (c) 18-48.00N 072-52.00E (d) 18-54.05N 072-49.48E <b>Colaba Point</b> (a) 18-48.00N 072-38.00E (b) 18-53.35N 072-48.45E (c) 19-00.00N 072-44.05E (d) 19-00.00N 072-38.00E 2. Safe flying height 2000 metres. 3. Cancel this message 23 Jun 2010.
<b>367. Self Cancelling. Cancel Navarea VIII message 359 of 2010 issued by INM 12 of 2010.</b>
<b>368. Self Cancelling. Cancel Navarea VIII message 356 of 2010.</b>
<b>369. Refer Navarea VIII message 342 of 2010. India West Coast – Off Mumbai.</b> Charts 21 253 255 292 INT 705. Rig Noble ED Holt moved to new position 19-35.30N 071-24.38E 2. Mariners to exercise caution.
<b>370. Self Cancelling. Navarea VIII-Warning Inforce</b> 2010 Series – 114 138 195 252 264 297 303 304 314 315 321 325 342 349 351 352 353 354 355 361 363 364 365 366 367 368 369
<b>371. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery on 29 Jun 2010 from 0900 UTC to 1200 UTC and 1230 UTC to 1430 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 30 Jun 2010.
<b>372. Self Cancelling. Cancel NAVAREA VIII message 114 of 2010.</b>
<b>373. India West Coast - Trivandrum.</b> Charts 22 32 222 260 INT 706. Rocket launch from Thumba Equatorial Rocket Launching Station 08-31.98N 076-52.05E between 0830 UTC to 1030 UTC on 30 Jun, 01 Jul and 02 Jul 2010. 2. Danger zones are as follows: (a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree. (b) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree. 3. Cancel this message on 03 Jul 2010.
<b>374. India West Coast – Mangrol.</b> Charts 21 205 206 252 253 292 INT 705. Mangrol light in position 21-06.50N 070-06.30E unreliable.

<b>375. Refer Temporary and Preliminary Notice no. 177 of INM 12 of 2010.</b> The position of mooring BOKS-1 (SI 06) be read as 16-18.42N 082-10.54E.																								
<b>376. India West Coast – Mormugao.</b> Charts 22 257 INT 705 INT 706. Firing practice by Naval aircraft between 0230 UTC to 1230 UTC from 01 Jul to 07 Jul 2010. Danger area bounded by: <table border="0"> <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>073-52.00E</td> <td>(d)</td> <td>15-11.00N</td> <td>073-57.00E</td> </tr> </table> <p>2. Safe flying height 3500 metres. 3. Cancel this message on 08 Jul 2010.</p>	(a)	15-13.00N	073-57.00E	(b)	15-13.00N	073-52.00E	(c)	15-11.00N	073-52.00E	(d)	15-11.00N	073-57.00E												
(a)	15-13.00N	073-57.00E	(b)	15-13.00N	073-52.00E																			
(c)	15-11.00N	073-52.00E	(d)	15-11.00N	073-57.00E																			
<b>377. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by naval coast battery on 02 Jul 2010 from 0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC. 2. Danger area bounded by: <table border="0"> <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 03 Jul 2010.</p>	(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												
(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																			
<b>378. Self Cancelling. NAVAREA VIII-warnings in force</b> <b>2010 Series</b> – 138 195 252 264 297 303 304 314 315 321 325 342 351 352 353 355 361 363 364 369 371 373 374 375 376 377																								
<b>379. India West Coast- Mangalore.</b> Charts 22 217 258 2052 INT 705. Asian Forest wreck marking buoy drifted 01 cable NW from its position 12-48.80N 074-43.49E. 2. Mariners to exercise caution.																								
<b>380. India West Coast- Off Mumbai.</b> Charts 21 211 255 292 2016 INT 705. UPCO III buoy 18-51.45N 072-41.30e unlit 2. Mariners to exercise caution.																								
<b>381. Refer Navarea VIII message 351 of 2010. India East Coast – Bay of Bengal.</b> Charts 31 32 351 355 356 INT 706. Rigs Geo Holm, deepwater expedition and HAKURYU-5 demobilized.																								
<b>382. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval coast battery on following dates <table border="0"> <tr> <td>Date</td> <td>Time (UTC)</td> </tr> <tr> <td>06 Jul 2010</td> <td>0900 to 1200</td> </tr> <tr> <td>09 Jul 2010</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> </table> <p>2. Danger area bounded by  <table border="0"> <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 10 Jul 2010.</p> </p>	Date	Time (UTC)	06 Jul 2010	0900 to 1200	09 Jul 2010	0900 to 1200 and 1230 to 1430	(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 (UTC)																							
06 Jul 2010	0900 to 1200																							
09 Jul 2010	0900 to 1200 and 1230 to 1430																							
(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																			
<b>383. India West Coast – Off Mumbai.</b> Charts 21 22 211 255 INT 705. seismic survey will be carried out by vessel OHM Leader from 01 Jul to 31 Jul 2010 in area bounded by <table border="0"> <tr> <td>(a)</td> <td>18-47.51N</td> <td>072-34.68E</td> <td>(b)</td> <td>18-40.76N</td> <td>072-09.10E</td> </tr> <tr> <td>(c)</td> <td>18-22.48N</td> <td>072-18.05E</td> <td>(d)</td> <td>18-20.53N</td> <td>072-22.15E</td> </tr> <tr> <td>(e)</td> <td>18-13.86N</td> <td>072-28.90E</td> <td>(f)</td> <td>18-13.86N</td> <td>072-49.50E</td> </tr> <tr> <td>(g)</td> <td>18-28.25N</td> <td>072-49.51E</td> <td>(h)</td> <td>18-47.51N</td> <td>072-43.11E</td> </tr> </table> <p>2. The vessel will tow a 400 metre length sensor close to seabed. 3. All vessels operating in area to maintain a clearance of at least 01 NM all around the vessel and exercise caution 4. Cancel this message on 01 Aug 2010.</p>	(a)	18-47.51N	072-34.68E	(b)	18-40.76N	072-09.10E	(c)	18-22.48N	072-18.05E	(d)	18-20.53N	072-22.15E	(e)	18-13.86N	072-28.90E	(f)	18-13.86N	072-49.50E	(g)	18-28.25N	072-49.51E	(h)	18-47.51N	072-43.11E
(a)	18-47.51N	072-34.68E	(b)	18-40.76N	072-09.10E																			
(c)	18-22.48N	072-18.05E	(d)	18-20.53N	072-22.15E																			
(e)	18-13.86N	072-28.90E	(f)	18-13.86N	072-49.50E																			
(g)	18-28.25N	072-49.51E	(h)	18-47.51N	072-43.11E																			
<b>384. India West Coast- Okha.</b> Charts 21 202 203 251 271 291 2013 2068 INT 705. Seaward firing practice by Naval coast battery between 1030 UTC to 1230 UTC on 07 Jul 2010. Danger area 240 degree to 015 degree (through 270 degree) up to 13 NM seaward from 22-28.70N 069-04.00E and bounded by <table border="0"> <tr> <td>(a)</td> <td>22-22.00N</td> <td>068-50.00E</td> <td>(b)</td> <td>22-37.00N</td> <td>068-53.00E</td> </tr> <tr> <td>(c)</td> <td>22-42.00N</td> <td>069-08.00E</td> <td>(d)</td> <td>22-29.00N</td> <td>069-04.00E</td> </tr> </table> <p>2. Safe flying height 13000 metres. 3. Cancel this message on 08 Jul 2010.</p>	(a)	22-22.00N	068-50.00E	(b)	22-37.00N	068-53.00E	(c)	22-42.00N	069-08.00E	(d)	22-29.00N	069-04.00E												
(a)	22-22.00N	068-50.00E	(b)	22-37.00N	068-53.00E																			
(c)	22-42.00N	069-08.00E	(d)	22-29.00N	069-04.00E																			
<b>385. India East Coast- Visakhapatnam.</b> Charts 31 32 308 354 3002 3012 INT 706. Seaward firing exercise by Naval coast battery from 1500 UTC to 1700 UTC on 07 Jul 2010. Danger area bounded by <table border="0"> <tr> <td>(a)</td> <td>17-42.00N</td> <td>083-18.00E</td> <td>(b)</td> <td>17-47.00N</td> <td>083-32.00E</td> </tr> <tr> <td>(c)</td> <td>17-34.00N</td> <td>083-30.00E</td> <td>(d)</td> <td>17-28.00N</td> <td>083-18.00E</td> </tr> </table> <p>2. Safe flying height 13000 metres. 3. Cancel this message on 08 Jul 2010.</p>	(a)	17-42.00N	083-18.00E	(b)	17-47.00N	083-32.00E	(c)	17-34.00N	083-30.00E	(d)	17-28.00N	083-18.00E												
(a)	17-42.00N	083-18.00E	(b)	17-47.00N	083-32.00E																			
(c)	17-34.00N	083-30.00E	(d)	17-28.00N	083-18.00E																			

- 386. India East Coast - Gopalpur.** Charts 31 352 353 3005 INT 706. Air defence firing will be carried out between 2330 UTC to 1800 UTC from 06 Jul to 09 Jul 2010. 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)
- Safe flying height 6100 metres.
  - Cancel this message on 10 Jul 2010.



6.1

**SECTION – VI**  
**CORRECTIONS TO SAILING DIRECTIONS (PILOTS)**

**-NIL-**

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

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6463	Remove from list						
D6550	Remove from list						
D6550-5	Remove from list						
D7216	Remove from list						
D7313-8	Remove from list						
D7314-1	Remove from list						
D7314-8	Remove from list						
D7315-2	Remove from list						
D7315-7	Remove from list						
D7318-185	Remove from list						
D7321-8	Remove from list						
D7326-23	Remove from list						
D7362	Remove from list						
D7381	Remove from list						
D7389	Remove from list						
D7393-87	Remove from list						
D7396	Remove from list						
D7400-94	Remove from list						
D7570	Remove from list						
D7646	Remove from list						
D7648	Remove from list						
D7649	Remove from list						
D7671-5	Remove from list						
D7677	Remove from list						
D7682	Remove from list						
D7684	Remove from list						
D7705-6	Remove from list						
<b>F0396</b>	<b>Dwarka Point</b>	22 14.29N 68 57.47E	F1 (2) W20s	48	<b>30</b>	White square stone tower, black bands 43	<i>fl 0.3, ec 4.7, fl 0.3, ec 14.7</i> Storm signals. R Lt 43 on radio mast 16M SE ILRS Vol 2 Station 78920 <b>TR 2010</b>
-	-	..	Racon	..	..	..	

\*



## 7.2

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
<b>F0406</b>	<b>Mangrol</b>	21 06.50N 70 06.30E	Fl(2)W 20s	37	<b>26</b>	White 6-sided concrete tower, red bands 35	<i>fl 0.5, ec 2, fl 0.5, ec 17</i> <b>Unreliable (T) 2010</b> *
<b>F0444</b>	<b>- Gopnath Point</b>	21 12.25N 72 06.63E	Fl(3)W 20s	41	<b>18</b>	Red and white square masonry tower 34	<i>fl 0.3, ec 3.7, fl 0.3, ec 3.7, fl 0.3, ec 11.7</i> ILRS Vol 2 Station 78955 *
--	--	..	Racon	..	..	..	ILRS Vol 2 Station 78955 *
<b>F0449</b>	<i>-Ghogha. PERIGEE Lt V</i>	21 41.46 N 72 18.40 E	Fl W 7s	12	8	Red hull	Ra refl.
--	<i>- Riding light</i>	..	Q W	..	..	..	..
--	--	..	Bell	..	..	..	..
		*					*
<b>F0914-53</b>	Karaikal Port. S Breakwater	10 50.22 N 79 51.42 E	Fl(2)R 5s	6	7	Concrete structure 3	*
<b>F0914-531</b>	Karaikal Port. N Breakwater	10 50.47 N 79 51.42 E	Fl(2)G 5s	6	7	Concrete structure 3	*
<b>F1166</b>	Prapatwachirakan. (Ko Ra). N end. Takua Pa	9 15.84 N 98 18.39 E	Fl(3)W 8s	38	13	White brick tower 9	<i>(fl 0.5, ec 1) x 2, fl 0.5, ec 4-5</i> *
<b>F1558</b>	- Tg Awang Kecil	4 15.23 N 100 33.83 E	Fl W 5s	7	6	White tower	Fishing. <b>TE 2010</b> *
<b>F1680</b>	- W Entrance. Pulau Merambong (MY)	1 18.89 N 103 36.65 E	Fl W 5s	23	10	White round tower	<i>fl 0.3. Vis 165°-083°(278°)</i> *
	*	*	*	*	*	*	*
<b>F1690-1</b>	- Pulau Bukom. Second Bukom	1 14.17 N 103 46.45 E	Q(6)+LFl W 15s	4	5	▽ on black beacon, yellow top	*
	*	*	*	*	*	*	*
<b>K1076-75</b>	- Chemical Berth. Northwards (I)	6 05.79 S 106 55.07 E	Fl Y 3s	10	5	Yellow × on yellow post 7	<i>fl 0.5</i> *
	*	*	*	*	*	*	*
<b>K1158-6</b>	- Gresik Terminal Jetty. Mooring Dolphin No 1 (I)	7 06.89 S 112 39.19 E	Fl Y 5s	5	6	Yellow × on yellow beacon 3	<i>fl 0.5</i> *
	*	*	*	*	*	*	*
<b>K1158-62</b>	-Gresik Terminal Jetty. Main Platform (I)	7 06.95 S 112 39.20 E	Fl W 6s	24	<b>16</b>	White beacon 22	<i>fl 0.5</i> *
	*	*	*	*	*	*	*
<b>K1158-65</b>	- Gresik Terminal Jetty. Mooring Dolphin No 4 (I)	7 07.01 S 112 39.19 E	Fl Y 4s	5	6	Yellow × on yellow beacon 3	<i>fl 0.5</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 01Aug 2006)*

**NIL**

**INP 31(5), 1997**

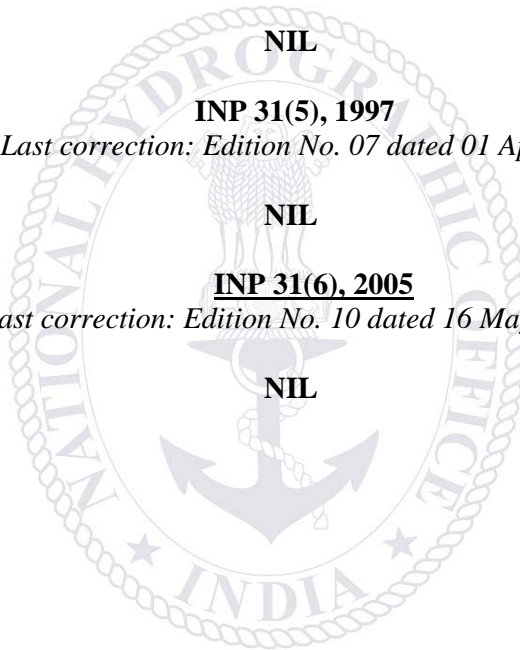
*(Last correction: Edition No. 07 dated 01 Apr 09)*

**NIL**

**INP 31(6), 2005**

*(Last correction: Edition No. 10 dated 16 May 2010)*

**NIL**



## **SECTION – IX** **REPORTING OF NAVIGATIONAL DANGERS**

### **Appeal to all Mariners**

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

National Hydrographic Office  
107-A, Rajpur Road,  
Dehradun - 248001  
(UTTARAKHAND), INDIA  
e-mail: - inho@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 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 harbour etc.	
23 Any other information considered to be useful for the mariners	

Filled By  
(Name & Designation)

Checked by  
(Name & Designation)

Place  
Date