



# INDIAN NOTICES TO MARINERS



EDITION NO. 16 DATED 16 AUG 2010

(CONTAINS NOTICES 210 TO 219)

**REACH US 24 x 7**



inho-navy@nic.in  
msis-inho-navy@nic.in



+91-135-2748373



National Hydrographic Office  
107-A, Rajpur Road  
Dehradun – 248001  
INDIA



Joint Director of Hydrography  
Maritime Safety Information Services  
+91- 135 - 2747360-65



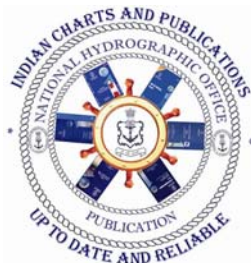
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**FEEDBACK:** [msis-inho-navy@nic.in](mailto:msis-inho-navy@nic.in)



INSIST ON INDIAN CHARTS AND  
PUBLICATIONS  
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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 Indian Electronic Navigation Charts that are available for mariners in the market are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
<b>IN52015M</b>	<b>2015</b>	<b>PORT OF MUMBAI</b>	<b>15-10-2009</b>
<b>IN52060S</b>	<b>2060</b>	<b>APPROACHES TO SALAYA AND PATHFINDER INLET</b>	<b>28-02-2010</b>

3. 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>IN52015M</b>	<b>2015</b>	<b>PORT OF MUMBAI</b>	<b>01-02-2001</b>
<b>IN52060S</b>	<b>2060</b>	<b>APPROACHES TO SALAYA AND PATHFINDER INLET</b>	<b>30-06-2003</b>

4. 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

### Availability of ENC'S.

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

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-navy@nic.in msis-inho-navy@nic.in sales-inho-navy@nic.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

**SECTION – I**

The list of charts affected by the Notices 210 to 219 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
211	3	211, 216, 217
245	1	214
246	1	214
255(INT7334)	3	211, 216, 217
2006	4	210
2016(INT7336)	3	211, 216, 217
2019	2	218(P)
2089	1	214
2092	1	215
2101	2	218(P)
3009	5	213, 219(P)
4040	6	212





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

**\*210/(16/10) INDIA – Lakshadweep – Minicoy Island – Jetty.**

Source: IH 102 – INS Sutlej.

(HJ/ 930/87)

**Chart 2006** [previous update 623/08]

Insert jetty, single firm line, joining:

08° 17′·210N, 73° 03′·985E.  
(a) 08° 17′·213N, 73° 04′·110E.  
and  
08° 17′·247N, 73° 04′·110E.  
(a) above  
08° 17′·178N, 73° 04′·111E.

*Former INM 216(T)/08 is cancelled.*

**\*211/(16/10) INDIA – WEST COAST – Inner Approaches to Mumbai – Anchorage Area. Legend.**

Source: JNPT

(HJ/1030/87)

**Chart 255 (INT 7334)** [previous update 202/10]

Substitute legend, “BRAVO (WEST)” for “BRAVO (EAST)” ,within: 18° 48′·35N., 72° 31′·94E.  
(see note) (see note)

18° 49′·15N., 72° 25′·64E.  
18° 39′·95N., 72° 25′·64E.  
18° 40′·55N., 72° 30′·54E.

**Chart 211** [previous update 202/10]

Substitute legend, “BRAVO (WEST)” for “BRAVO (EAST)” ,within: 18° 48′·35N., 72° 31′·94E.  
(see note) (see note)

18° 49′·15N., 72° 25′·64E.  
18° 39′·95N., 72° 25′·64E.  
18° 40′·55N., 72° 30′·54E.

**Chart 2016 (INT 7336)** [previous update 202/10]


Substitute legend, “BRAVO (WEST)” for “BRAVO (EAST)” ,centered on: 18° 46′·00N., 72° 28′·50E.  
(see note) (see note)

**\*212/(16/10) INDIA – ANDAMAN ISLAND – Mayabandar Harbour – Depths. Rock.**

Source: RoS – M(N) – 167.

(HJ/ 1029/27)

**Chart 4040** [previous update 120/10]

Insert  12° 57′·218N, 92° 52′·648E.

Substitute depth 8<sub>6</sub> for 9<sub>1</sub> 12° 57′·265N, 92° 52′·815E.  
depth 18 for 18<sub>4</sub> 12° 57′·150N, 92° 54′·155E.

**\*213/(16/10) INDIA – EAST COAST – Approaches to Kakinada – Kakinada Anchorage – buoys. Pilot Boarding Places. Legends. Turning Circle. Pecked Line. Foul Ground.**

Source: Kakinada Port.

(HJ/1029/67)

**Chart 3009** [previous update 375/09]

Insert



*Fl(2).Mo(A)5s9M*

*Fl.R.1.5s.6M*

*Fl.G.1.5s6M*

*Fl.R.3s.6M*

*Fl.G.3s.6M*

*Fl.R.5s.6M*

*Fl.G.5s.6M*

*Fl.R.3s.6M*

*Fl.G.3s.6M*

*Fl.R.5s.6M*

*Fl.G.5s.6M*

*Fl.R.4s.3M*

*Fl.G.4s.3M*

*Fl.R.2s.3M*

*Fl.G.2s.3M*

*Fl.R.2s.3M*

*Fl.R.4s.3M*

17° 01'·03N., 82° 22'·51E.

17° 00'·53N., 82° 20'·61E.

17° 01'·08N., 82° 21'·71E.

17° 00'·75N., 82° 21'·26E.

17° 00'·83N., 82° 21'·21E.

17° 00'·06N., 82° 20'·39E.

17° 00'·13N., 82° 20'·33E.

16° 59'·63N., 82° 19'·82E.

16° 59'·65N., 82° 19'·73E.

16° 59'·29N., 82° 19'·41E.

16° 59'·10N., 82° 19'·01E.

16° 58'·79N., 82° 18'·78E.

16° 58'·73N., 82° 18'·56E.

16° 58'·35N., 82° 18'·21E.

16° 58'·46N., 82° 18'·15E.

16° 58'·25N., 82° 17'·71E.

16° 58'·51N., 82° 17'·55E.

16° 58'·20N., 82° 17'·39E.

16° 57'·98N., 82° 17'·20E.

Delete

*Fl.Mo(A)5s9M*

*LFl.R.5s.6M*

*Fl.R.1.5s6M*

*Oc.R.3s.6M*

*Fl(2).R.3s.6M*

*LFl.R.5s.6M*

*LFl.G.5s.6M*

*Fl(2).G.3s.6M*

*Oc.G.3s.6M*

*Fl.G.1.5s6M*

17° 00'·14N., 82° 20'·52E.

16° 59'·80N., 82° 20'·07E.

16° 59'·34N., 82° 19'·45E.

16° 58'·75N., 82° 18'·78E.

16° 58'·38N., 82° 18'·20E.

16° 58'·29N., 82° 17'·64E.

16° 58'·50N., 82° 17'·66E.

16° 58'·54N., 82° 18'·16E.

16° 58'·74N., 82° 18'·56E.

16° 59'·62N., 82° 19'·65E.



**\*213/(16/10) INDIA – EAST COAST – Approaches to Kakinada – Kakinada Anchorage – buoys. Pilot Boarding Places. Legends. Turning Circle. Pecked Line. Foul Ground. (Continued)**

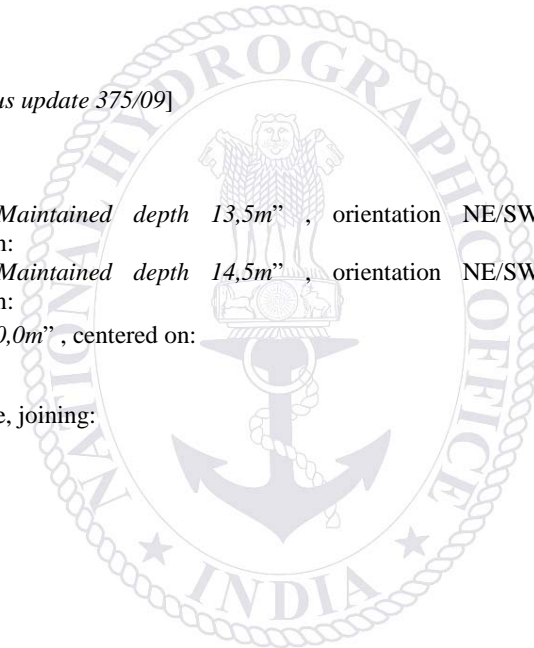
Delete	Legend, “Area Under Reclamation (1997)”, centered on:	16° 58′ 35N., 82° 16′ 80E.
	turning circle, radius 200m centered on:	16° 58′ 43N., 82° 18′ 13E.
	legend, “ <i>Maintained depth 10,5m</i> ”, centered on:	16° 58′ 40N., 82° 17′ 55E.
	legend, “ <i>11,7m</i> ”, centered on:	16° 58′ 55N., 82° 18′ 33E.
	depth, <i>12<sub>9</sub></i>	17° 00′ 62N., 82° 20′ 96E.
	foul ground with associated legend, “ <i>Foul</i> ”, joining:	17° 01′ 10N., 82° 21′ 00E. 17° 00′ 65N., 82° 21′ 00E. 17° 00′ 65N., 82° 21′ 20E. 17° 01′ 10N., 82° 21′ 20E.

**Chart 3009 (Plan) [previous update 375/09]**




























Insert



legend, “ <i>Maintained depth 13,5m</i> ”, orientation NE/SW centered on:	16° 58′ 55N., 82° 18′ 35E.
legend, “ <i>Maintained depth 14,5m</i> ”, orientation NE/SW centered on:	17° 00′ 45N., 82° 20′ 80E.
legend, “ <i>10,0m</i> ”, centered on:	16° 58′ 55N., 82° 18′ 25E.
pecked line, joining:	16° 58′ 70N., 82° 18′ 65E. 16° 58′ 75N., 82° 18′ 60E. 16° 58′ 46N., 82° 18′ 15E. 16° 58′ 35N., 82° 18′ 21E. and 16° 58′ 46N., 82° 18′ 15E. 16° 58′ 54N., 82° 18′ 16E. and 16° 59′ 79N., 82° 19′ 90E. 16° 59′ 73N., 82° 19′ 94E. and 17° 00′ 20N., 82° 20′ 42E. (Existing) 17° 01′ 20N., 82° 21′ 66E. and 17° 00′ 14N., 82° 20′ 46E. (Existing) 17° 01′ 14N., 82° 21′ 70E.



**\*213/(16/10) INDIA – EAST COAST – Approaches to Kakinada – Kakinada Anchorage – buoys. Pilot Boarding Places. Legends. Turning Circle. Pecked Line. Foul Ground. (Continued)**

Insert	 <i>Fl(2).Mo(A)5s9M</i>	17° 01'·08N., 82° 21'·71E.
	 <i>Fl.R.1.5s.6M</i>	17° 00'·75N., 82° 21'·26E.
	 <i>Fl.G.1.5s6M</i>	17° 00'·83N., 82° 21'·21E.
	 <i>Fl.R.3s.6M</i>	17° 00'·06N., 82° 20'·39E.
	 <i>Fl.G.3s.6M</i>	17° 00'·13N., 82° 20'·33E.
	 <i>Fl.R.5s.6M</i>	16° 59'·63N., 82° 19'·82E.
	 <i>Fl.G.5s.6M</i>	16° 59'·65N., 82° 19'·73E.
	 <i>Fl.R.3s.6M</i>	16° 59'·29N., 82° 19'·41E.
	 <i>Fl.G.3s.6M</i>	16° 59'·10N., 82° 19'·01E.
	 <i>Fl.R.5s.6M</i>	16° 58'·79N., 82° 18'·78E.
	 <i>Fl.G.5s.6M</i>	16° 58'·73N., 82° 18'·56E.
	 <i>Fl.R.4s.3M</i>	16° 58'·35N., 82° 18'·21E.
	 <i>Fl.G.4s.3M</i>	16° 58'·46N., 82° 18'·15E.
	 <i>Fl.R.2s.3M</i>	16° 58'·25N., 82° 17'·71E.
	 <i>Fl.G.2s.3M</i>	16° 58'·51N., 82° 17'·55E.
	 <i>Fl.R.2s.3M</i>	16° 58'·20N., 82° 17'·39E.
	 <i>Fl.R.4s.3M</i>	16° 57'·98N., 82° 17'·20E.
Amend	maintained depth to, 14,0 m	16° 59'·20N., 82° 19'·20E.
	maintained depth to, 12,5 m	16° 58'·36N., 82° 17'·55E.
Delete	 <i>Fl.Mo(A)5s9M</i>	17° 00'·14N., 82° 20'·52E.
	 <i>LFl.R.5s.6M</i>	16° 59'·80N., 82° 20'·07E.
	 <i>Fl.R.1.5s6M</i>	16° 59'·34N., 82° 19'·45E.
	 <i>Oc.R.3s.6M</i>	16° 58'·75N., 82° 18'·78E.
	 <i>Fl(2).R.3s.6M</i>	16° 58'·38N., 82° 18'·20E.
	 <i>LFl.R.5s.6M</i>	16° 58'·29N., 82° 17'·64E.
	 <i>LFl.G.5s.6M</i>	16° 58'·50N., 82° 17'·66E.
	 <i>Fl(2).G.3s.6M</i>	16° 58'·54N., 82° 18'·16E.
	 <i>Oc.G.3s.6M</i>	16° 58'·74N., 82° 18'·56E.
	 <i>Fl.G.1.5s6M</i>	16° 59'·62N., 82° 19'·65E.
	Legend, “Area Under Reclamation (1997)”, centered on:	16° 58'·35N., 82° 16'·80E.
	turning circle, radius 200m with associated legend, “Turning circle 11,0m” centered on:	16° 58'·43N., 82° 18'·13E.

**\*213/(16/10) INDIA – EAST COAST – Approaches to Kakinada – Kakinada Anchorage – buoys. Pilot Boarding Places. Legends. Turning Circle. Pecked Line. Foul Ground. (Continued)**

Delete	depth, $12_9$	17° 00′.62N., 82° 20′.96E.
	depth, $13_6$	17° 01′.00N., 82° 21′.47E.
	foul ground with associated legend, “ <i>Foul</i> ”, joining:	17° 01′.10N., 82° 21′.00E. 17° 00′.65N., 82° 21′.00E. 17° 00′.65N., 82° 21′.20E. 17° 01′.10N., 82° 21′.20E.

**\*214/(16/10) OMAN – Jaza’ir Suwadi – North-north-eastwards to South-south-eastwards – Submarine cables.**

Source: BA Notice – 4061/10.

(HJ/1132/32)

**Chart 245 [previous update 187/10] WGS72 DATUM**

Insert	submarine cable,  , joining:	23° 53′.28N., 57° 52′.78E. 23° 48′.67N., 57° 51′.23E. 23° 44′.80N., 57° 48′.72E. (shore) and 23° 44′.89N., 57° 48′.60E. (shore) 23° 53′.87N., 57° 50′.38E.
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**Chart 246 [previous update 563/06] WGS72 DATUM**

Insert	submarine cable,  , joining:	23° 53′.28N., 57° 52′.78E. 23° 48′.67N., 57° 51′.23E. 23° 44′.80N., 57° 48′.72E. (shore) and 23° 44′.89N., 57° 48′.60E. (shore) 23° 53′.87N., 57° 50′.38E.
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**Chart 2089 [previous update 161/10] WGS72 DATUM**


Insert	submarine cable,  , joining:	23° 53′.28N., 57° 52′.78E. 23° 48′.67N., 57° 51′.23E. 23° 44′.80N., 57° 48′.72E. (shore) and 23° 44′.89N., 57° 48′.60E. (shore) 23° 53′.87N., 57° 50′.38E.
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**\*215/(16/10) GULF OF OMAN – United Arab Emirates – Fujairah (Fujayrah) East-south-eastwards – Submarine cable.**

Source: BA Notice – 4062/10.

(HJ/1132/53)


**Chart 2092 {plan C, Offshore Anchorages and the Approaches to Khawr Fakkan and Fujairah (Fujayrah)} [previous update 364/09]**

Insert	submarine cable,  , joining:	25° 06′.02N., 56° 21′.54E. (shore) 25° 06′.00N., 56° 23′.49E. 25° 06′.35N., 56° 24′.63E. 25° 06′.49N., 56° 24′.78E. (existing cable area)
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**216/(02/10) INDIA – WEST COAST – Inner Approaches to Mumbai – Submarine Cable.**

Source: BA Notice 5954/09.


(HJ/1030/87)

**Chart 255 (INT 7334) [previous update 211/10]**Insert submarine cable, , joining:

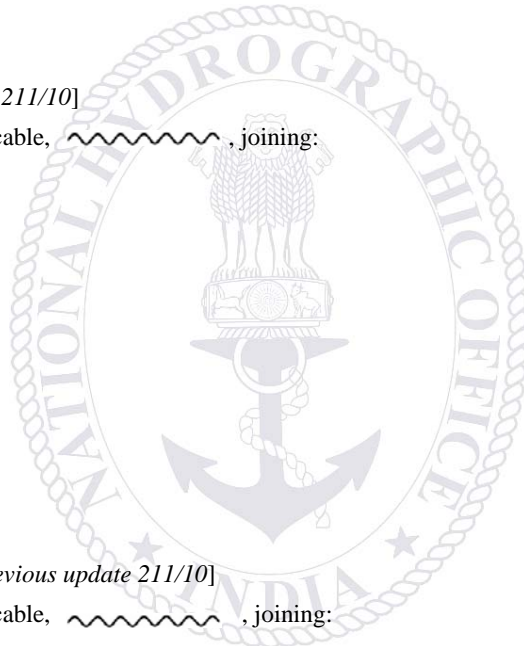
18° 59'·37N., 72° 39'·17E.  
 18° 59'·00N., 72° 36'·70E.  
 18° 59'·28N., 72° 36'·20E.  
 18° 59'·05N., 72° 35'·30E.  
 18° 59'·41N., 72° 34'·66E.  
 18° 59'·43N., 72° 33'·10E.  
 18° 59'·21N., 72° 31'·27E.  
 18° 59'·26N., 72° 30'·67E.  
 18° 59'·18N., 72° 30'·00E.  
 18° 58'·65N., 72° 29'·17E.  
 18° 58'·20N., 72° 20'·02E.

**Chart 211 [previous update 211/10]**Insert submarine cable, , joining:

18° 59'·37N., 72° 39'·17E.  
 18° 59'·00N., 72° 36'·70E.  
 18° 59'·28N., 72° 36'·20E.  
 18° 59'·05N., 72° 35'·30E.  
 18° 59'·41N., 72° 34'·66E.  
 18° 59'·43N., 72° 33'·10E.  
 18° 59'·21N., 72° 31'·27E.  
 18° 59'·26N., 72° 30'·67E.  
 18° 59'·18N., 72° 30'·00E.  
 18° 58'·65N., 72° 29'·17E.  
 18° 58'·20N., 72° 20'·02E.


**Chart 2016 (INT 7336) [previous update 211/10]**Insert submarine cable, , joining:

18° 59'·37N., 72° 39'·17E.  
 18° 59'·00N., 72° 36'·70E.  
 18° 59'·28N., 72° 36'·20E.  
 18° 59'·05N., 72° 35'·30E.  
 18° 59'·41N., 72° 34'·66E.  
 18° 59'·43N., 72° 33'·10E.  
 18° 59'·21N., 72° 31'·27E.  
 18° 59'·26N., 72° 30'·67E.  
 18° 59'·18N., 72° 30'·00E.  
 18° 58'·65N., 72° 29'·17E.  
 18° 58'·47N., 72° 26'·50E.  
 (W border)



**217/(16/10) INDIA – West Coast – Mumbai (Bombay) North-westwards – Submarine cable.**

Source: BA Notice – 4066/10.

*(HJ/1030/97)***Chart 255 (INT 7334)** [*previous update 216/10*]Insert submarine cable, , joining:

19° 00′.4N., 72° 39′.0E.

(existing cable area)


19° 02′.1N., 72° 39′.4E.

19° 02′.7N., 72° 40′.3E.

19° 06′.0N., 72° 47′.7E.

19° 07′.5N., 72° 49′.1E.

(shore)

**Chart 211** [*previous update 216/10*]Insert submarine cable, , joining:

19° 00′.4N., 72° 39′.0E.

(existing cable area)


19° 02′.1N., 72° 39′.4E.

19° 02′.7N., 72° 40′.3E.

19° 06′.0N., 72° 47′.7E.

19° 07′.5N., 72° 49′.1E.

(shore)

**Chart 2016 (INT 7336)** [*previous update 216/10*]Insert submarine cable, , joining:

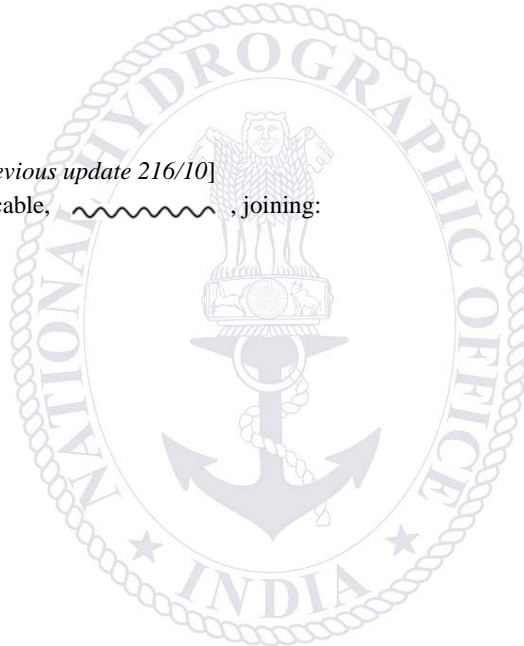
19° 00′.39N., 72° 38′.97E.

(existing cable area)

19° 02′.08N., 72° 39′.38E.

19° 02′.70N., 72° 40′.20E.

(N border)



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

**\*218(P)/(16/10) INDIA – WEST COAST – Approaches to Hazira – Buoys. Beacons.**

Source: Essar Bulk Terminal Limited  
(HJ/1130/17)

1. Port channel (230 metre wide and dredged to 08 metre below chart datum) is marked with following co-ordinates.

21°01′.72N 072°39′.24E  
21°03′.41N 072°39′.66E  
21°03′.51N 072°39′.68E  
21°03′.62N 072°39′.68E  
21°05′.36N 072°39′.68E  
21°05′.36N 072°39′.55E  
21°03′.62N 072°39′.55E  
21°03′.53N 072°39′.54E  
21°03′.44N 072°39′.53E  
21°01′.75N 072°39′.12E

2. Following buoys/beacon are being laid to mark the channel:

<b>Buoy/Beacon No.</b>	<b>Position</b>		<b>Characteristics</b>
SR 01 (Buoy)	21°01′.71N	072°39′.28E	Fl(2).G.5s
SR 03 (Beacon)	21°02′.61N	072°39′.51E	Fl.G.10s
SR 05 (Beacon)	21°03′.40N	072°39′.70E	Fl(2).G.10s
SR 07 (Beacon)	21°04′.43N	072°39′.72E	Fl.G.5s
SR 09 (Beacon)	21°05′.36N	072°39′.72E	Fl(2).G.5s
SR 02 (Buoy)	21°01′.76N	072°39′.09E	Fl(2).R.5s
SR 04 (Buoy)	21°02′.65N	072°39′.34E	Fl.R.10s
SR 06 (Buoy)	21°03′.44N	072°39′.53E	Fl(2).R.10s
SR 08 (Buoy)	21°04′.43N	072°39′.55E	Fl.R.5s
SR 10 (Buoy)	21°05′.37N	072°39′.54E	Fl(2).R.5s

3. A fairway buoy *Fl.W.10s* is placed on position 21°01′.12N 072°39′.25E.

4. Turning circle (dredged to 08 metre below chart datum) is marked with following co-ordinates.

21°05′.36N 072°39′.68E  
21°05′.54N 072°39′.79E  
21°05′.68N 072°39′.80E  
21°05′.78N 072°39′.70E  
21°05′.83N 072°39′.54E  
21°05′.83N 072°39′.46E  
21°05′.52N 072°39′.45E  
21°05′.36N 072°39′.55E

5. Following buoys are placed to mark the turning circle:

<b>Buoy No.</b>	<b>Position</b>		<b>Characteristics</b>
TC 01	21°05′.49N	072°39′.75E	Fl.Y.4s
TC 02	21°05′.64N	072°39′.81E	Fl.Y.4s
TC 03	21°05′.78N	072°39′.70E	Fl.Y.4s

6. Dredging will be carried out by M/s Essar to achieve depth of 10 metre below chart datum in phase II.

7. Mariners are advised to navigate with caution in the area.

8. All positions are referred to WGS84 datum.

**Charts affected – 2019 – 2101.**

**Former INM 102(P)/10 is cancelled.**



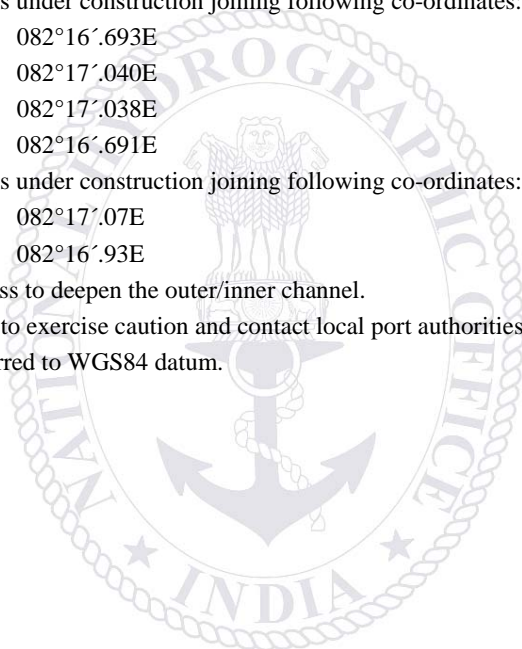
**\*219(P)/(16/10) INDIA – EAST COAST – Approaches to Kakinada – Kakinada Anchorage – buoys. Turning Circle. Jetties.**

Source: Kakinada Port.

(HJ/ 1029/67)

1. Numerous development and construction works are in progress at Kakinada port.
  - (a) OSV Berth No.1 is under construction joining following co-ordinates:-
    - 16°58′.839N 082°16′.768E
    - 16°58′.831N 082°16′.818E
    - 16°58′.810N 082°16′.814E
    - 16°58′.818N 082°16′.764E
  - (b) OSV Berth No.2 is under construction joining following co-ordinates:-
    - 16°58′.765N 082°16′.754E
    - 16°58′.756N 082°16′.804E
    - 16°58′.735N 082°16′.800E
    - 16°58′.743N 082°16′.751E
  - (c) A New Jetty is under construction joining following co-ordinates:-
    - 16°58′.693N 082°16′.693E
    - 16°58′.633N 082°17′.040E
    - 16°58′.620N 082°17′.038E
    - 16°58′.679N 082°16′.691E
  - (d) A New Jetty is under construction joining following co-ordinates:-
    - 16°58′.20N 082°17′.07E
    - 16°58′.10N 082°16′.93E
2. Dredging is in progress to deepen the outer/inner channel.
3. Mariners are advised to exercise caution and contact local port authorities for more information.
4. All positions are referred to WGS84 datum.

**Charts Affected – 3009.**



**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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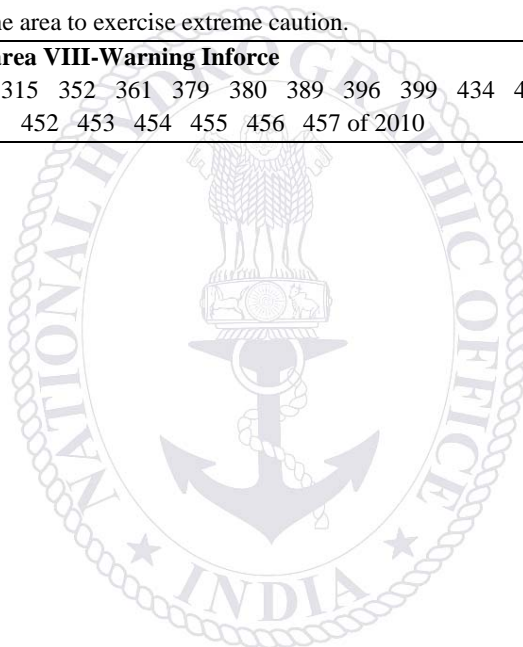


<b>438. Cancel Navarea VIII message 391 of 2010. India West Coast – Arabian Sea.</b> Charts 21 22 202 207 209 211 251 254 253 255 271 291 292 293 INT 705 INT 706. Present position of Oil Rigs / Drill Ships as follows																																																																																	
<table> <tr><td>ABAN ICE</td><td>18-45.06N</td><td>071-16.39E</td></tr> <tr><td>ABAN II</td><td>20-23.61N</td><td>072-09.93E</td></tr> <tr><td>ABAN III</td><td>19-31.16N</td><td>071-19.85E</td></tr> <tr><td>ABAN IV</td><td>19-32.26N</td><td>071-24.08E</td></tr> <tr><td>ABAN V</td><td>19-33.48N</td><td>071-24.91E</td></tr> <tr><td>BADRINATH</td><td>18-31.98N</td><td>072-00.91E</td></tr> <tr><td>CE THROTON</td><td>20-14.96N</td><td>071-58.31E</td></tr> <tr><td>DISCOVERY 1</td><td>19-11.98N</td><td>072-11.00E</td></tr> <tr><td>FG MCCLINTOCK</td><td>19-47.88N</td><td>072-07.53E</td></tr> <tr><td>GREATDRILL CHETNA</td><td>20-32.30N</td><td>072-08.88E</td></tr> <tr><td>GREATDRILL CHITRA</td><td>22-55.25N</td><td>067-49.50E</td></tr> <tr><td>JT ANGEL</td><td>18-47.20N</td><td>072-19.51E</td></tr> <tr><td>NOBLE GEORGE MCLEOD</td><td>19-13.43N</td><td>071-28.71E</td></tr> <tr><td>NOBLE CHARLIE YESTER</td><td>18-38.78N</td><td>072-14.93E</td></tr> <tr><td>NOBLE ED HOLT</td><td>19-35.30N</td><td>071-24.38E</td></tr> <tr><td>RON TAPPEMEYER</td><td>18-29.85N</td><td>072-15.00E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-19.75N</td><td>071-05.38E</td></tr> <tr><td>SAGAR JYOTI</td><td>20-22.48N</td><td>072-02.40E</td></tr> <tr><td>SAGAR KIRAN</td><td>19-25.00N</td><td>072-13.83E</td></tr> <tr><td>SAGAR LAXMI</td><td>18-36.15N</td><td>071-01.63E</td></tr> <tr><td>SAGAR PRAGATI</td><td>19-37.35N</td><td>071-21.66E</td></tr> <tr><td>SAGAR SAMRAT</td><td>19-32.13N</td><td>071-18.81E</td></tr> <tr><td>SAGAR SHAKTI</td><td>19-17.48N</td><td>072-03.80E</td></tr> <tr><td>SAGAR UDAY</td><td>19-24.60N</td><td>071-21.25E</td></tr> <tr><td>TRIDENT – 2</td><td>19-18.26N</td><td>071-15.93E</td></tr> <tr><td>TRIDENT – 12</td><td>18-32.70N</td><td>072-13.98E</td></tr> <tr><td>VIRTUE 1</td><td>19-23.48N</td><td>071-25.18E</td></tr> </table>	ABAN ICE	18-45.06N	071-16.39E	ABAN II	20-23.61N	072-09.93E	ABAN III	19-31.16N	071-19.85E	ABAN IV	19-32.26N	071-24.08E	ABAN V	19-33.48N	071-24.91E	BADRINATH	18-31.98N	072-00.91E	CE THROTON	20-14.96N	071-58.31E	DISCOVERY 1	19-11.98N	072-11.00E	FG MCCLINTOCK	19-47.88N	072-07.53E	GREATDRILL CHETNA	20-32.30N	072-08.88E	GREATDRILL CHITRA	22-55.25N	067-49.50E	JT ANGEL	18-47.20N	072-19.51E	NOBLE GEORGE MCLEOD	19-13.43N	071-28.71E	NOBLE CHARLIE YESTER	18-38.78N	072-14.93E	NOBLE ED HOLT	19-35.30N	071-24.38E	RON TAPPEMEYER	18-29.85N	072-15.00E	SAGAR GAURAV	19-19.75N	071-05.38E	SAGAR JYOTI	20-22.48N	072-02.40E	SAGAR KIRAN	19-25.00N	072-13.83E	SAGAR LAXMI	18-36.15N	071-01.63E	SAGAR PRAGATI	19-37.35N	071-21.66E	SAGAR SAMRAT	19-32.13N	071-18.81E	SAGAR SHAKTI	19-17.48N	072-03.80E	SAGAR UDAY	19-24.60N	071-21.25E	TRIDENT – 2	19-18.26N	071-15.93E	TRIDENT – 12	18-32.70N	072-13.98E	VIRTUE 1	19-23.48N	071-25.18E
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2. Wide berth requested.																																																																																	
<b>439. Self Cancelling. Navarea VIII-Warning Inforce</b> 252 297 303 314 315 352 361 379 380 389 396 399 422 427 431 434 435 437 438 of 2010																																																																																	
<b>440. India West Coast- Inner Approaches to Mumbai.</b> Charts 21 22 211 255 292 293 2016 INT 705 INT 706. Three in number containers fallen from MSC Chitra in position 18-52.2N 072-50.3E. Containers are afloat / sunk. Dangerous for surface navigation 2. All vessels operating in main navigational channel are to keep a sharp look out and exercise extreme caution.																																																																																	
<b>441. India West Coast- Inner Approaches to Mumbai.</b> Charts 21 22 211 255 292 293 2016 INT 705 INT 706. MSC Chitra grounded in position 18-51.99N 072-49.03E. Unknown number of containers adrift. Dangerous for surface navigation 2. All vessels operating in the area are to keep a sharp look out and exercise extreme caution.																																																																																	
<b>442. Refer Navarea VIII message 440 of 2010. India West Coast- Inner Approaches to Mumbai.</b> Charts 21 22 211 255 292 293 2016 INT 705 INT 706. Three in number containers sunk from MSC Chitra in position 18-54.52N 072-51.61E. Dangerous for navigation 2. All vessels operating in the area are to keep a sharp look out and exercise extreme caution.																																																																																	
<b>443. Self Cancelling. Indian Ocean- Mayotte Island.</b> Charts INT 70 INT 71 INT 72 INT 701. White yacht vessel with blue line Yarmina Pearl unmanned length 32 feet adrift in position 09-56.5S 045-49.9E at 051230 UTC Aug 2010. 2. Mariners to exercise caution.																																																																																	

<p><b>444. Self Cancelling. Indian Ocean–Western Part.</b> Charts INT 71 INT 72 INT 702. Piracy. Possible mothership activity in position 11-58.00N 050-51.00E at 1047 UTC on 08 Aug 2010.</p> <p>2. Mariners to exercise extreme caution.</p>																				
<p><b>445. India East Coast- Bay of Bengal.</b> Charts 32 33 356 INT 71 INT 706. Firing practice in position 13-50.00N 081-40.00E between 0330 UTC to 1130 UTC from 16 Aug to 20 Aug 2010.</p> <p>2. Danger zone sector of 05 NM radius around firing position.</p> <p>3. Safe flying height 3500 meters.</p> <p>4. Cancel this message on 21 Aug 2010.</p>																				
<p><b>446. India West Coast – Mormugao.</b> Charts 22 257 INT 705 INT 706. Firing practice by Naval aircraft between 0230 UTC to 1230 UTC from 14 Aug to 21 Aug 2010. Danger area bounded by</p> <table> <tr> <td>(a)</td> <td>15-13.00N</td> <td>073-57.00E</td> <td>(b)</td> <td>15-13.00N</td> <td>073-52.00E</td> </tr> <tr> <td>(c)</td> <td>15-11.00N</td> <td>073-57.00E</td> <td>(d)</td> <td>15-11.00N</td> <td>073-52.00E</td> </tr> </table> <p>2. Safe flying height 3500 metres.</p> <p>3. Cancel this message on 22 Aug 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>447. Self Cancelling. Cancel Navarea VIII message 431 of 2010.</b></p>																				
<p><b>448. 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</p> <table> <tr> <td>Date</td> <td>Time (UTC)</td> </tr> <tr> <td>17 Aug 2010</td> <td>0900 to 1200</td> </tr> <tr> <td>20 Aug 2010</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> </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.</p> <p>4. Cancel this message on 21 Aug 2010.</p>	Date	Time (UTC)	17 Aug 2010	0900 to 1200	20 Aug 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)																			
17 Aug 2010	0900 to 1200																			
20 Aug 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															
<p><b>449. India West Coast- Inner Approaches to Mumbai.</b> Charts 21 22 211 255 292 293 2016 INT 705 INT 706. Following containers sighted afloat</p> <table> <thead> <tr> <th><u>Container number</u></th> <th><u>Lat</u></th> <th><u>Long</u></th> <th><u>Colour</u></th> </tr> </thead> <tbody> <tr> <td>MSCU 8384877</td> <td>18-56.61N</td> <td>072-56.52E</td> <td>yellow</td> </tr> <tr> <td>AMFU 8633591</td> <td>18-56.59N</td> <td>072-56.59E</td> <td>blue</td> </tr> <tr> <td>CRLU 1178153</td> <td>18-56.57N</td> <td>072-56.07E</td> <td>white</td> </tr> <tr> <td>Number not visual</td> <td>18-57.28N</td> <td>072-56.21E</td> <td>blue</td> </tr> </tbody> </table> <p>2. All vessels operating in and around approaches of Mumbai harbour to keep a sharp look out and exercise extreme caution.</p>	<u>Container number</u>	<u>Lat</u>	<u>Long</u>	<u>Colour</u>	MSCU 8384877	18-56.61N	072-56.52E	yellow	AMFU 8633591	18-56.59N	072-56.59E	blue	CRLU 1178153	18-56.57N	072-56.07E	white	Number not visual	18-57.28N	072-56.21E	blue
<u>Container number</u>	<u>Lat</u>	<u>Long</u>	<u>Colour</u>																	
MSCU 8384877	18-56.61N	072-56.52E	yellow																	
AMFU 8633591	18-56.59N	072-56.59E	blue																	
CRLU 1178153	18-56.57N	072-56.07E	white																	
Number not visual	18-57.28N	072-56.21E	blue																	
<p><b>450. Andaman Sea. India Andaman Islands.</b> Charts 33 41 472 INT 706. East island dgps station reference no.id 121 off air</p>																				
<p><b>451. India East Coast- Visakhapatnam.</b> Charts 31 32 308 354 3002 3012 INT 706. Seaward firing practice by Naval coast battery from 1500 UTC to 1700 UTC on 18 Aug 2010. Danger area bounded by</p> <table> <tr> <td>(a)</td> <td>17-42.0N</td> <td>083-18.0E</td> <td>(b)</td> <td>17-47.0N</td> <td>083-32.0E</td> </tr> <tr> <td>(c)</td> <td>17-34.0N</td> <td>083-30.0E</td> <td>(d)</td> <td>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 19 Aug 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>452. India West Coast- Off Mumbai.</b> Charts 21 22 211 255 292 2015 2016 INT 705 INT 706. Night firing from 1330 UTC to 1530 UTC on 18 Aug 2010. Danger area bounded by following co-ordinates</p> <table> <tr> <td>(a)</td> <td>18-54.23N</td> <td>072-54.62E</td> <td>(b)</td> <td>18-54.22N</td> <td>072-53.02E</td> </tr> <tr> <td>(c)</td> <td>18-53.26N</td> <td>072-54.67E</td> <td>(d)</td> <td>18-53.19N</td> <td>072-53.00E</td> </tr> </table> <p>2. Safe flying height 500 metres.</p> <p>3. Cancel this message 19 Aug 2010.</p>	(a)	18-54.23N	072-54.62E	(b)	18-54.22N	072-53.02E	(c)	18-53.26N	072-54.67E	(d)	18-53.19N	072-53.00E								
(a)	18-54.23N	072-54.62E	(b)	18-54.22N	072-53.02E															
(c)	18-53.26N	072-54.67E	(d)	18-53.19N	072-53.00E															
<p><b>453. India East Coast – Krishnapatnam.</b> Charts 31 32 33 356 3007 INT 706. Krishnapatnam DGPS station ID no 116 off air.</p> <p>2. Mariners to exercise caution.</p>																				



<p><b>454. Refer Navarea VIII message 437 of 2010. India East Coast- Bay of Bengal.</b> Charts 31 32 356 INT 706. Oil rig discoverer seven seas moved to new position 15-19.05N 080-48.22E.</p> <p>2. Wide berth requested.</p>												
<p><b>455. Indian Ocean – Reunion Island Approaches.</b> Charts INT 70 INT 71 INT 72 INT 702 INT 730 INT 735. Firing exercise from 0215 UTC to 0800 UTC on 16 Aug 2010. Danger area bounded by</p> <table> <tr> <td>(a)</td> <td>21-12.0S</td> <td>054-57.0E</td> <td>(b)</td> <td>21-26.0S</td> <td>055-02.5E</td> </tr> <tr> <td>(c)</td> <td>21-31.2S</td> <td>054-47.4E</td> <td>(d)</td> <td>21-17.2S</td> <td>054-42.0E</td> </tr> </table> <p>2. Safe flying height 14500 metres.</p> <p>3. Cancel this message on 161000 UTC Aug 2010.</p>	(a)	21-12.0S	054-57.0E	(b)	21-26.0S	055-02.5E	(c)	21-31.2S	054-47.4E	(d)	21-17.2S	054-42.0E
(a)	21-12.0S	054-57.0E	(b)	21-26.0S	055-02.5E							
(c)	21-31.2S	054-47.4E	(d)	21-17.2S	054-42.0E							
<p><b>456. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Night firing from 1520 UTC to 1600 UTC on 17 Aug 2010. 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>2. Safe flying height 10000 metres.</p> <p>3. Cancel this message on 18 Aug 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							
<p><b>457. India West Coast- Off Mumbai.</b> Charts 21 22 211 255 292 293 2016 INT 705. One container reported sunk in approx position 18-55.70N 072-52.30E.</p> <p>2. Vessels operating in the area to exercise extreme caution.</p>												
<p><b>458. Self Cancelling. Navarea VIII-Warning Inforce</b></p> <p>252 297 303 314 315 352 361 379 380 389 396 399 434 435 437 438 440 441 442 445 446 448 449 450 451 452 453 454 455 456 457 of 2010</p>												



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
<b>D6483-321</b>	- Mhlatuze. Lts in line 299-50°. Rear. LM12	28 47-39 S F W 32 01-29 E		..	..	Metal post 10	
	*		*			*	
<b>E6035</b>	- <b>Bluff Point</b>	27 40-80 N F I W 5s 33 48-42 E		24	<b>15</b>	White GRP tower 10	<b>TE 2010</b>
	--	..	Racon	..	..	..	ILRS Vol 2 Station 74390
	*						*



**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**

**INP 31(5), 1997**

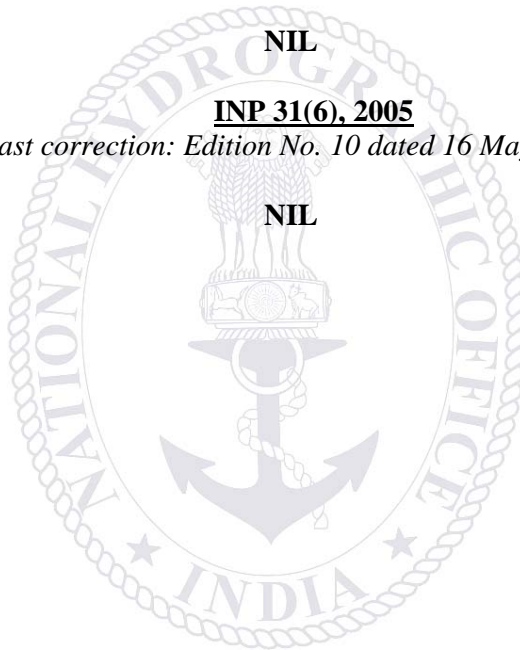
*(Last correction: Edition No. 07 dated 01 Apr 09)*

**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-navy@nic.in, msis-inho-navy@nic.in  
Fax No.: +91-135- 2748373  
WEB: www.hydrobharat.nic.in

### **Instructions for filling up IH 102**

2. Kindly follow the instructions below in order to help the Hydrographic Office (the recipient) to quickly issue NAVAREA warning / Notice to Mariners for the benefit of all other mariners at sea.

### **Position Reporting**

3. 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 harbour 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

**FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR**

**Email: [indsar@vsnl.net](mailto:indsar@vsnl.net)**

**SAR TELE: 1554 INMARSAT C (IOR) 441907210**

**CODE: 43 (TOLL FREE)**

**AFTN: VABBYXYC**