



# INDIAN NOTICES TO MARINERS



EDITION NO. 23 DATED 01 DEC 2010

(CONTAINS NOTICES 277 TO 285)

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

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



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 Indian Electronic Navigation Chart that is available for mariners in the market is as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
IN2268CL	268	Central Lakshadweep	31-12-2009

2. The new edition Indian 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>
IN3222QK	222	Quilon to Kolachel	30-11-2010*
IN3223KM	223	Kolachel to Manappad	30-11-2010*

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>
IN2268CL	268	Central Lakshadweep	15-09-2004
IN3222QK	222	Quilon to Kolachel	14-10-2004*
IN3223KM	223	Kolachel to Manappad	14-10-2004*

\* Issue date

4. The forthcoming Indian Charts are as follows:-

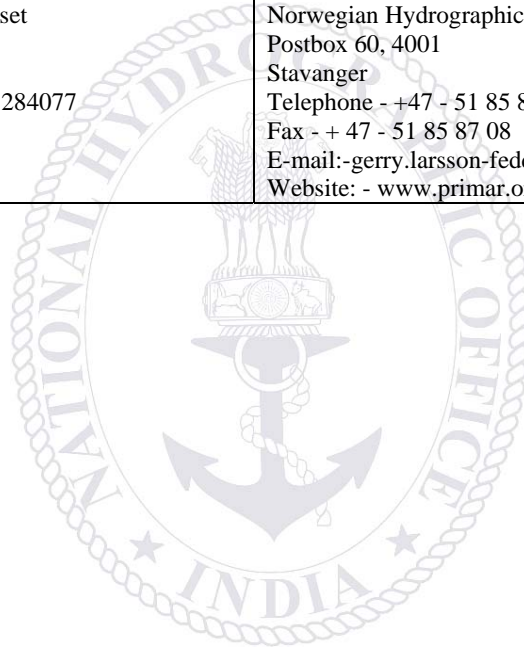
<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
313	MAMALLAPURAM (MAHABALIPURAM) TO POINT PUDI	1,50,000	New Edition
2016 (INT 7336)	INNER APPROACHES TO MUMBAI	60,000	New Edition
2103	DIGHI PORT	12,500	New Chart
3007	NAGAPATTINAM ANCHORAGE	30,000	New Edition
2020	MORMUGAO AND PANAJI	25,000	New Edition
2073	APPROACHES TO KUNDAPURA	37,500	New Edition
301	APPROACHES TO HUGLI RIVER	1,50,000	New Edition
41 (INT 757)	ANDAMAN SEA	15,00,000	New Chart
4007	SOUTH BAY AND APPROACHES	27,500	New Edition
4016	APPROACHES TO PORT BLAIR	75,000	New Chart

## 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 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:

<p>The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248001 Uttarakhand, India Tele: +91-135- 2747365, Fax: +91-135-2748373 Email: inho-navy@nic.in msis-inho-navy@nic.in sales-inho-navy@nic.in Website: www.hydrobharat.nic.in</p>	<p>Director, JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400614 India Ph: 91-22- 65103668 Fax: 91- 22- 67939504 Email: info@c-map.co.in Website: www.c-map.co.in</p>
<p>United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk</p>	<p>Director General Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:- gerry.larsson-fedde@statkart.no Website: - www.primar.org</p>



**SECTION – I**

The list of charts affected by the Notices 277 to 285 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
31	5	285(T)
32(INT754)	5	285(T)
203(INT7319)	2	280(T)
204	2	282(P)
354(INT7408)	5	285(T)
391	5	285(T)
405	6	279
473(INT7031)	6	279
2004(INT7359)	3	284(T)
2013	2	278, 281(T)
2020	3	283(T)
2021	2	277
2022(INT7345)	3	283(T)
2031	2	278, 281(T)
2045(INT7360)	3	284(T)
2060	2	277
2068	2	278
2078(INT7346)	3	283(T)
2079	2	277, 280(T)
2080	2	280(T)
2083	2	280(T)

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

**\*277/(23/10) INDIA – WEST COAST – Mundra Port – Coastline. Maintained Depth. Buoys. Turning Circle. Legends. Berths. Depths. Pilot Boarding Place. Anchorage Area.**

Source: Mundra Port.

(HJ/1131/17)

**Chart 2079** [previous update NE 31 Aug 2010]

Insert The accompanying block, showing coastline, maintained depth, buoys, legends, berths, depths and turning circle centered on:

22° 44′.53N., 69° 42′.79E.

Insert SPM

22° 38′.12N., 69° 40′.46E.

**Chart 2060** [previous update 178/10]

Insert SPM (a) 22° 38′.87N., 69° 39′.18E.  
semi circular limit of restricted area, radius 450m, centered on:

(a) above

anchorage area, joining:

22° 38′.62N., 69° 38′.96E.

22° 37′.50N., 69° 38′.96E.

22° 37′.50N., 69° 42′.03E.

22° 38′.62N., 69° 42′.03E.

22° 38′.12N., 69° 40′.46E.

SPM

**Chart 2021** [previous update 305/09]

Insert The accompanying block, showing coastline, maintained depth, buoys, legends, berths, depths and turning circle centered on:

22° 44′.53N., 69° 42′.76E.

**Former INM 102(P)/05 is cancelled.**

**\*278/(23/10) INDIA – WEST COAST – Port of Okha – Buoys.**

Source: Okha port.

(HJ/1131/20)

**Chart 2068** [previous update 150/10]

Delete No.2

22° 29′.46N., 69° 05′.68E.

**Chart 2031** [previous update 356/09]

Delete No.2

22° 29′.46N., 69° 05′.68E.

No.4

22° 29′.13N., 69° 05′.39E.

**Chart 2013** [previous update 075/10]

Delete No.2

22° 29′.48N., 69° 05′.68E.

No.4

22° 29′.12N., 69° 05′.41E.

**\*279/(23/10) INDIA – ANDAMAN ISLANDS – South Andaman Island – Chiriyatapu – Light.**

Source: DLL Port Blair.

(HJ/1028/17)

**Chart 473 (INT7031)** [previous update 377/09] [WGS84 Datum]

Insert Fl(2) 10s52m10M

11° 28′.80N., 92° 42′.66E.

**Chart 405** [previous update 377/09] [WGS84 Datum]

Insert Fl(2) 10s52m10M

11° 28′.795N., 92° 42′.658E.

**Former INM 383(P)/09 is cancelled.**



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

**\*280(T)/(23/10) INDIA – WEST COAST – Approaches to Sikka – Wreck.**

Source: Reliance Port and Terminal Ltd. Sikka.

(HJ/1131/20)

1. Dumb Barge **Seaking** sunk in approximate position 22° 34'·86N., 69° 46'·42E..
2. Mariners to exercise caution.

**Charts Affected – 203(INT7319) – 2080 – 2083 – 2079.**

**\*281(T)/(23/10) INDIA – WEST COAST – Port of Okha – Buoys.**

Source: Okha Port.

(HJ/1131/20)

1. Following buoys are laid in positions as mentioned below:

<b><u>Buoy No.</u></b>	<b><u>Position</u></b>	<b><u>Colour</u></b>	<b><u>Shape</u></b>
Port Hand No. 1	22° 30'·643N., 69° 05'·251E.	Red	Can
Port Hand No. 2	22° 29'·415N., 69° 05'·634E.	Red	Can
Port Hand No. 3	22° 29'·006N., 69° 05'·480E.	Red	Can
Stbd Hand No. 1	22° 30'·270N., 69° 03'·575E.	Green	Conical
Stbd Hand No. 2	22° 29'·060N., 69° 05'·376E.	Green	Conical
Stbd Hand No. 3	22° 28'·236N., 69° 05'·212E.	Green	Conical

2. Mariners to take note and exercise caution.

**Charts affected – 2031 – 2013.**

**\*282(P)(23/10) INDIA – WEST COAST – Dwarka to Navibandar – Off Bhogat – SPM. Submarine Pipeline.**

Source: Cairn India Limited.

(HJ/1131/10)

1. Installation of SPM is in progress in approximate position 21°56'·01N., 69° 09'·86E.
2. 24" Submarine pipeline is being laid from SPM to Land Fall Point (LFP) in position 21°58'·37N., 69° 12'·27E.
3. Dredgers, survey vessel, tugs, support vessel is being mobilised and diving operation will be carried out during the installation period.
4. Mariners to exercise caution and provide 01 NM berth from SPM.

**Charts affected – 204.**

**\*283(T)(23/10) INDIA – WEST COAST – Port of Mormugao – Buoys.**

Source: Mormugao Port Trust.

(HJ/1030/56)

1. Channel marking buoys no. 1A (Position 15° 24'·61N., 73° 44'·52E) and no. 3 (Position 15° 24'·89N., 73° 46'·19E) are reported missing.
2. Mariners to take note and exercise caution.

**Charts affected – 2022(INT7345) – 2020 – 2078(INT7346).**

**\*284(T)/(23/10) INDIA – WEST COAST – Port of Kochi – Kochi Harbour – Dredging.**

Source: Kochi Port.

(HJ/930/93)

1. Dredging is in progress in outer approach channel of Kochi harbour for deepening and widening of outer channel.
2. Buoys will be shifted and may vary from charted position to coincide with the extension of channel.
3. Mariners to exercise caution and contact local port authorities for more information.

**Charts Affected – 2004(INT7359) – 2045(INT7360).**

**\*285(T)(23/10) INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges.**

Source: INS Magar.

(HJ/1029/76)

1. Unexploded charges dumped by INS Magar in position 17°05′.00N., 83° 25′.00E.
2. Mariners to take note.

**Charts affected – 31 – 32(INT 754) – 391 – 354(INT 7408).**



**SECTION – IV**  
**MARINE INFORMATION**

**MUMBAI NAVTEX COAST STATION**

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

(Source - NAVAREA VIII Warning 305/08)

**Distribution of Indian Paper Charts and Nautical Publications**

Indian Nautical Charts and Publications from National Hydrographic Office, India are now available globally. Details of overseas chart agents are as follows:-

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

**List of Indian Chart Agents.**

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9910891631, 9810705062 Email: ravipani@indiatimes.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: sales@bogerdmartin.com, sarmarin@vsnl.com	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: ewsbom@bom3.vsnl.net.in
M/s C & C Marine Combine 25 Bank Street, 1 <sup>st</sup> Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts and Publications New No. 221, Old No. 107, Unit No. F9, Hotel Chennai Palace, Angappa Naicken Street Chennai – 600001, Telefax : 044-42165008 Email: maritimeindia@airtelmail.in
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: raj_chakravorty@yahoo.com, info@c-map.co.in Website: www.c-map.co.in
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956/6907, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in, charts@ mtnl.net.in	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com, pramod@inspireship.com
M/S Lift-O-Marine 20 Bhut Ghat Street (Near No. 3 N. S. Dock) Kolkata – 700043 Tel: +91-33-2439 5731/ 2482, Cell: +91-9331936587, 9830056801 Fax: +91-33-2439 2102, Email: liftomarine@yahoo.co.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: ashiskantha@gmiindia.in; Web: www.gmiindia.in

**SECTION – V**  
**NAVAREA - VIII WARNINGS 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 Warnings Inforce as on 30 Nov 10.

**2010 SERIES** - 252 297 314 315 352 380 389 396 399 440 441 442 449 457 461 466 470 471  
474 485 503 508 516 520 526 528 534 560 571 581 594 600 628 629 630 632 633 636 648  
654 655 658 668 675 681 686 690 691 692 697 698 699 700 701 702 703 708 709 710 711  
714 715 716 719 721 724 725 726 727 728 729

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

<p><b>671. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing by Naval Coast Battery on following dates:</p> <table style="width: 100%; border: none;"> <thead> <tr> <th style="text-align: left;">Date</th> <th style="text-align: left;">Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>23 Nov 2010</td> <td>0900 to 1200</td> </tr> <tr> <td>26 Nov 2010</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> </tbody> </table> <p>2. Danger area bounded by:</p> <table style="width: 100%; border: none;"> <tbody> <tr> <td>(a) 09-57.50N</td> <td>075-59.50E</td> <td>(b) 09-57.70N</td> <td>076-14.20E</td> </tr> <tr> <td>(c) 09-44.00N</td> <td>076-17.50E</td> <td>(d) 09-42.50N</td> <td>076-09.50E</td> </tr> </tbody> </table> <p>3. Safe flying height 10000 metres. 4. Cancel this message on 27 Nov 2010.</p>	Date	Time (UTC)	23 Nov 2010	0900 to 1200	26 Nov 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)													
23 Nov 2010	0900 to 1200													
26 Nov 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>672. India East Coast- Chennai.</b> Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice by Naval Coast Battery from position 13-07.17N 080-18.70E between 0530 UTC to 0730 UTC on 26 Nov 2010.</p> <p>2. Danger zone sector of 11 NM radius between 045 degree and 075 degree from gun position. 3. Safe flying height 12800 metres. 4. Cancel this message on 27 Nov 2010.</p>														
<p><b>673. Self Cancelling. Cancel NAVAREA VIII message 642 of 2010.</b></p>														
<p><b>674. India East Coast- Bay of Bengal.</b> Charts 31 32 INT 71 INT 706. Survey vessel BOS Arctic will carry out 3D seismic survey from 20 Nov to 29 Nov 2010 in area bounded by:</p> <table style="width: 100%; border: none;"> <tbody> <tr> <td>(a) 17-39.00N</td> <td>085-28.00E</td> <td>(b) 17-39.00N</td> <td>085-56.00E</td> </tr> <tr> <td>(c) 16-59.00N</td> <td>085-56.00E</td> <td>(d) 16-59.00N</td> <td>085-28.00E</td> </tr> </tbody> </table> <p>2. The vessel will be towing 06 streamer cables of length 8100 metres. Each end is marked with yellow coloured tail buoy with flashing white light. 3. All vessels operating in area to exercise caution and give wide berth at least 07 NM around the vessel. 4. Cancel this message on 30 Nov 2010.</p>	(a) 17-39.00N	085-28.00E	(b) 17-39.00N	085-56.00E	(c) 16-59.00N	085-56.00E	(d) 16-59.00N	085-28.00E						
(a) 17-39.00N	085-28.00E	(b) 17-39.00N	085-56.00E											
(c) 16-59.00N	085-56.00E	(d) 16-59.00N	085-28.00E											
<p><b>675. India West Coast – Off Quilon.</b> Charts 22 259 260 2032 INT 705 INT 706. Hydrographic survey will be carried out by Hydrographic vessel from 17 Nov 2010 to 30 Jan 2011 in area bounded by</p> <table style="width: 100%; border: none;"> <tbody> <tr> <td>(a) 08-49.00N</td> <td>076-23.00E</td> <td>(b) 08-59.30N</td> <td>076-23.00E</td> </tr> <tr> <td>(c) 08-59.30N</td> <td>076-39.10E</td> <td>(d) 08-49.00N</td> <td>076-39.10E</td> </tr> </tbody> </table> <p>2. Wide birth requested. 3. Cancel this message on 31 Jan 2011.</p>	(a) 08-49.00N	076-23.00E	(b) 08-59.30N	076-23.00E	(c) 08-59.30N	076-39.10E	(d) 08-49.00N	076-39.10E						
(a) 08-49.00N	076-23.00E	(b) 08-59.30N	076-23.00E											
(c) 08-59.30N	076-39.10E	(d) 08-49.00N	076-39.10E											
<p><b>676. Self Cancelling. Indian Ocean – Western Part.</b> Piracy. Charts INT 71 INT 72 INT 73 INT 703. M/V attacked in position 05-09.00N 066-42.00E at 16 Nov 2010 at 0245 UTC.</p> <p>2. All vessels are advised to keep 100 miles clear of this position and exercise extreme caution.</p>														
<p><b>677. Self Cancelling. Tanzania East Coast.</b> Piracy. Charts INT 70 INT 71 INT 72 INT 701 INT 702. M/Vs attacked on 16 Nov 2010 in following positions</p> <table style="width: 100%; border: none;"> <tbody> <tr> <td>04-01.70S</td> <td>039-57.50E</td> <td>0637 UTC</td> </tr> <tr> <td>04-36.00S</td> <td>039-57.00E</td> <td>0642 UTC</td> </tr> </tbody> </table> <p>2. All vessels are advised to keep 100 miles clear of this position and exercise extreme caution.</p>	04-01.70S	039-57.50E	0637 UTC	04-36.00S	039-57.00E	0642 UTC								
04-01.70S	039-57.50E	0637 UTC												
04-36.00S	039-57.00E	0642 UTC												

<p><b>678. Self Cancelling. Indian Ocean Western Part – Somali Basin.</b> Piracy. Charts INT 70 INT 71 INT 72 INT 701 INT 702. M/V attacked in position 06-34.00S 050-01.00E on 17 Nov 2010 at 0510 UTC.</p> <p>2. All vessels are advised to keep 100 miles clear of this position and exercise extreme caution.</p>																								
<p><b>679. India East Coast - Gopalpur.</b> Charts 31 352 353 3005 INT 706. Firing exercise between 2330 UTC to 1800 UTC from 24 Nov to 27 Nov 2010. Danger area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>19-14.60N</td> <td>084-53.70E</td> <td>(b)</td> <td>19-37.05N</td> <td>085-27.86E</td> </tr> <tr> <td>(c)</td> <td>18-46.05N</td> <td>085-22.87E</td> <td colspan="3"></td> </tr> </table> <p>and arc of 41 NM radius joining point (b) and (c)</p> <p>2. Safe flying height 24500 metres.</p> <p>3. Cancel this message on 28 Nov 2010.</p>	(a)	19-14.60N	084-53.70E	(b)	19-37.05N	085-27.86E	(c)	18-46.05N	085-22.87E															
(a)	19-14.60N	084-53.70E	(b)	19-37.05N	085-27.86E																			
(c)	18-46.05N	085-22.87E																						
<p><b>680. India East Coast- Bay of Bengal.</b> Charts 31 301 351 352 3017 3031 INT 706. Experimental rocket launching scheduled from ITR launch complex between 0230 UTC and 0630 UTC from 25 Nov to 26 Nov 2010.</p> <p>Danger zone bounded by following points</p> <table border="0"> <tr> <td>(a)</td> <td>20-48.31N</td> <td>086-58.10E</td> <td>(b)</td> <td>19-32.30N</td> <td>086-35.50E</td> </tr> <tr> <td>(c)</td> <td>16-03.71N</td> <td>089-51.35E</td> <td>(d)</td> <td>16-54.91N</td> <td>090-57.76E</td> </tr> <tr> <td>(e)</td> <td>18-00.68N</td> <td>091-52.26E</td> <td>(f)</td> <td>21-08.50N</td> <td>088-19.99E</td> </tr> </table> <p>2. No over flight and mariners to exercise caution.</p> <p>3. Cancel this message on 27 Nov 2010.</p>	(a)	20-48.31N	086-58.10E	(b)	19-32.30N	086-35.50E	(c)	16-03.71N	089-51.35E	(d)	16-54.91N	090-57.76E	(e)	18-00.68N	091-52.26E	(f)	21-08.50N	088-19.99E						
(a)	20-48.31N	086-58.10E	(b)	19-32.30N	086-35.50E																			
(c)	16-03.71N	089-51.35E	(d)	16-54.91N	090-57.76E																			
(e)	18-00.68N	091-52.26E	(f)	21-08.50N	088-19.99E																			
<p><b>681. India West Coast- Arabian Sea.</b> Charts 21 211 292 293 INT 705 INT 706. Refer NAVAREA VIII message 632 of 2010. Rig TRIDENT II moved to position 18-39.53N 072-12.85E.</p> <p>2. Wide berth requested.</p>																								
<p><b>682. Self Cancelling.</b> Cancel NAVAREA VIII messages 637 643 and 645 of 2010 issued by INM 22 of 2010.</p>																								
<p><b>683. Self Cancelling.</b> Following received from NAVAREA one is reproduced below:-</p> <p>As previously notified by NAVAREA warning, mariners using ECDIS are reminded not to rely solely on automated voyage planning and monitoring checks and alarms. Some ECDIS appear only to undertake route check functions on larger scale ENC's and therefore alarms might not activate. This may not be clearly indicated on the ECDIS display. Mariners should always undertake careful visual inspection of the entire planned route using the 'other / all' display mode to confirm that it, and any deviations from it, is clear of dangers.</p> <p>Recent preliminary investigation indicates that some ECDIS may not display certain combinations of chart features and attributes correctly and on rare occasions may fail to display a navigationally significant feature. This appears to be caused by anomalous behaviour in some ECDIS software, especially early versions. The existence of such anomalies highlights the importance of maintaining ECDIS software to ensure that operational capability and reliability are maintained. It is recommended that appropriate checks are made with the equipment manufacturer. This is of particular importance where ECDIS is the only source of chart information available to the mariner.</p> <p>The International Hydrographic Organization (IHO) is investigating these matters in consultation with ECDIS equipment manufacturers. Further information will be made available through notices to mariners and within the UK element of the readme.txt file included on ENC service media.</p>																								
<p><b>684. Self Cancelling. Indian Ocean – Western Part.</b> Piracy. Charts INT 71 INT 72 INT 73 INT 701 INT 703 INT 705. M/Vs attacked on 18 Nov 2010 in following positions</p> <table border="0"> <tr> <td>12-24.00N</td> <td>066-30.00E</td> <td>1304 UTC</td> </tr> <tr> <td>01-18.00S</td> <td>052-47.00E</td> <td>1954 UTC</td> </tr> </table> <p>2. All vessels are advised to keep 100 miles clear of this position and to exercise extreme caution.</p>	12-24.00N	066-30.00E	1304 UTC	01-18.00S	052-47.00E	1954 UTC																		
12-24.00N	066-30.00E	1304 UTC																						
01-18.00S	052-47.00E	1954 UTC																						
<p><b>685. Self Cancelling. Indian Ocean – Western Part.</b> Piracy. Charts INT 70 INT 71 INT 72 INT 701 INT 702 INT 703. Pirate action group in 06-12.00S 050-02.00E on 18 Nov 2010 at 0953 UTC.</p> <p>2. Vessels are advised to keep 100 miles clear of this position and to exercise extreme caution.</p>																								
<p><b>686. India West Coast – Off Mumbai.</b> Charts 21 211 292 INT 705 INT 706. Hydrographic survey will be carried out by Hydrographic vessel from 26 Nov to 04 Dec 2010 in areas bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>18-11.00N</td> <td>072-44.30E</td> <td>(b)</td> <td>18-11.00N</td> <td>072-56.00E</td> </tr> <tr> <td>(c)</td> <td>18-42.30N</td> <td>072-50.00E</td> <td>(d)</td> <td>18-42.30N</td> <td>072-44.30E</td> </tr> </table> <p>and</p> <table border="0"> <tr> <td>(e)</td> <td>19-02.00N</td> <td>072-30.00E</td> <td>(f)</td> <td>19-02.00N</td> <td>072-47.00E</td> </tr> <tr> <td>(g)</td> <td>19-44.30N</td> <td>072-39.00E</td> <td>(h)</td> <td>19-44.30N</td> <td>072-30.00E</td> </tr> </table> <p>2. Mariners to exercise caution.</p> <p>3. Cancel this message on 05 Dec 2010.</p>	(a)	18-11.00N	072-44.30E	(b)	18-11.00N	072-56.00E	(c)	18-42.30N	072-50.00E	(d)	18-42.30N	072-44.30E	(e)	19-02.00N	072-30.00E	(f)	19-02.00N	072-47.00E	(g)	19-44.30N	072-39.00E	(h)	19-44.30N	072-30.00E
(a)	18-11.00N	072-44.30E	(b)	18-11.00N	072-56.00E																			
(c)	18-42.30N	072-50.00E	(d)	18-42.30N	072-44.30E																			
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(g)	19-44.30N	072-39.00E	(h)	19-44.30N	072-30.00E																			
<p><b>687. India East Coast- Paradip.</b> Charts 31 352 3010 INT 706. Paradip DGPS transmission off the air from 14 Nov 2010.</p> <p>2. Mariners to exercise caution.</p>																								

<p><b>688. India West Coast- Off Mumbai.</b> Charts 21 22 293 INT 71 INT 705. Survey vessel Western Spirit will carry out 2 D seismic/gravity and magnetic data acquisition survey from 22 Nov to 27 Nov 2010 in area bounded by:-</p> <table border="0"> <tr> <td>(a)</td> <td>17-51.35N</td> <td>070-14.10E</td> <td>(b)</td> <td>17-08.15N</td> <td>070-14.15E</td> </tr> <tr> <td>(c)</td> <td>17-06.85N</td> <td>072-11.68E</td> <td>(d)</td> <td>17-41.33N</td> <td>072-11.90E</td> </tr> <tr> <td>(e)</td> <td>17-41.38N</td> <td>071-17.05E</td> <td>(f)</td> <td>17-51.37N</td> <td>071-07.07E</td> </tr> </table> <p>2. The vessel will be towing 04 streamers of length 10500 metres. Each of the trailing ends are attached to tail buoy with radar reflectors and flashing white light</p> <p>3. All vessels operating in area to exercise caution and give wide berth at least 03 NM abeam, ahead and 08 NM astern of the vessel</p> <p>4. Cancel this message on 28 Nov 2010.</p>	(a)	17-51.35N	070-14.10E	(b)	17-08.15N	070-14.15E	(c)	17-06.85N	072-11.68E	(d)	17-41.33N	072-11.90E	(e)	17-41.38N	071-17.05E	(f)	17-51.37N	071-07.07E
(a)	17-51.35N	070-14.10E	(b)	17-08.15N	070-14.15E													
(c)	17-06.85N	072-11.68E	(d)	17-41.33N	072-11.90E													
(e)	17-41.38N	071-17.05E	(f)	17-51.37N	071-07.07E													
<p><b>689. Self Cancelling.</b> Cancel Navarea VIII message 660 of 2010. Rig Deepwater frontier demobilised from 17-00.00N 082-32.00E.</p>																		
<p><b>690. India East Coast – Bay of Bengal.</b> Charts 31 32 354 INT 71 INT 706. Rig Discoverer India is carrying out drilling operations in position 17-02.00N 082-29.00E</p> <p>2. Wide Berth requested.</p>																		
<p><b>691. India East Coast- Bay of Bengal.</b> Charts 31 32 INT 71 INT 705. Survey vessel Viking II carrying out 3 D seismic survey till 03 Dec 2010 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>15-51.00N</td> <td>084-25.00E</td> <td>(b)</td> <td>15-56.00N</td> <td>084-35.00E</td> </tr> <tr> <td>(c)</td> <td>15-25.00N</td> <td>084-55.00E</td> <td>(d)</td> <td>15-25.00N</td> <td>084-45.00E</td> </tr> </table> <p>2. The vessel will be towing 08 streamer cables of length 8100 metres. Each end of the cable is marked with yellow coloured tail buoy with flashing white light</p> <p>3. All vessels operating in area to exercise caution and give wide berth at least 07 NM around the vessel</p> <p>4. Cancel this message on 04 Dec 2010.</p>	(a)	15-51.00N	084-25.00E	(b)	15-56.00N	084-35.00E	(c)	15-25.00N	084-55.00E	(d)	15-25.00N	084-45.00E						
(a)	15-51.00N	084-25.00E	(b)	15-56.00N	084-35.00E													
(c)	15-25.00N	084-55.00E	(d)	15-25.00N	084-45.00E													
<p><b>692. India West Coast – Gulf of Kachchh.</b> Charts 21 203 INT 705 INT 706. following SPM racons off the air</p> <table border="0"> <tr> <td>SPM-1 racon (r)</td> <td>22-34.31N</td> <td>069-47.18E</td> </tr> <tr> <td>SPM-3 racon (o)</td> <td>22-36.55N</td> <td>069-49.93E</td> </tr> </table> <p>2. Mariners to exercise caution.</p>	SPM-1 racon (r)	22-34.31N	069-47.18E	SPM-3 racon (o)	22-36.55N	069-49.93E												
SPM-1 racon (r)	22-34.31N	069-47.18E																
SPM-3 racon (o)	22-36.55N	069-49.93E																
<p><b>693. Self Cancelling. Navarea VIII-Warning Inforce</b></p> <p>252 297 314 315 352 380 389 396 399 440 441 442 449 457 461 466 470 471 474 485 503 508 516 520 526 528 534 560 571 581 587 594 600 628 629 630 632 633 636 640 648 654 655 657 658 664 666 668 670 671 672 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 of 2010</p>																		
<p><b>694. Self Cancelling. Indian Ocean – Western Part.</b> Piracy. Charts INT 71 INT 72 INT 73 INT 701 INT 703 INT 705. M/Vs attacked in following positions</p> <table border="0"> <tr> <td>01-35.00N</td> <td>055-26.00E</td> <td>220545Z</td> </tr> <tr> <td>15-30.00N</td> <td>059-17.00E</td> <td>212145Z</td> </tr> <tr> <td>14-23.00N</td> <td>065-31.00E</td> <td>201300Z</td> </tr> <tr> <td>13-05.00N</td> <td>067-34.00E</td> <td>201015Z</td> </tr> <tr> <td>01-07.00S</td> <td>067-05.00E</td> <td>200715Z</td> </tr> <tr> <td>12-20.00N</td> <td>066-22.00E</td> <td>200351Z</td> </tr> </table> <p>2. All vessels are advised to keep 100 miles clear of this position and to exercise extreme caution.</p>	01-35.00N	055-26.00E	220545Z	15-30.00N	059-17.00E	212145Z	14-23.00N	065-31.00E	201300Z	13-05.00N	067-34.00E	201015Z	01-07.00S	067-05.00E	200715Z	12-20.00N	066-22.00E	200351Z
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01-07.00S	067-05.00E	200715Z																
12-20.00N	066-22.00E	200351Z																
<p><b>695. Self Cancelling. Indian Ocean – Western Part.</b> Piracy. Charts INT 71 INT 72 INT 703. Pirate action group in 02-41.00N 055-24.00E on 21 Nov 2010 at 0911 UTC.</p> <p>2. Vessels are advised to keep 100 miles clear of this position and to exercise extreme caution.</p>																		
<p><b>696. Myanmar West Coast – Andaman Sea.</b> Charts 41 453 454 INT 71. Formation exercise and gun firing will be carried out from 24 Nov to 27 Nov 2010 in area bounded by following points</p> <table border="0"> <tr> <td>(a)</td> <td>13-15.00N</td> <td>098-02.00E</td> <td>(b)</td> <td>13-15.00N</td> <td>098-12.00E</td> </tr> <tr> <td>(c)</td> <td>13-05.00N</td> <td>098-12.00E</td> <td>(d)</td> <td>13-05.00N</td> <td>098-02.00E</td> </tr> </table> <p>and gun firing area within 10 NM radius from following points</p> <table border="0"> <tr> <td>(e)</td> <td>12-41.10N</td> <td>097-53.40E</td> <td>(f)</td> <td>12-41.00N</td> <td>098-02.00E</td> </tr> </table> <p>2. During exercise period, unauthorised navigation, anchoring, fishing and trawling prohibited within a distance of 10 NM from the above mentioned area.</p> <p>3. Cancel this message on 28 Nov 2010.</p>	(a)	13-15.00N	098-02.00E	(b)	13-15.00N	098-12.00E	(c)	13-05.00N	098-12.00E	(d)	13-05.00N	098-02.00E	(e)	12-41.10N	097-53.40E	(f)	12-41.00N	098-02.00E
(a)	13-15.00N	098-02.00E	(b)	13-15.00N	098-12.00E													
(c)	13-05.00N	098-12.00E	(d)	13-05.00N	098-02.00E													
(e)	12-41.10N	097-53.40E	(f)	12-41.00N	098-02.00E													

<p><b>697. India East Coast- North Off Vishakhapatnam.</b> Charts 31 354 INT 71 INT 706. National Institute of Oceanography will carry out wave, tide and current measurements with following equipments</p> <p><b>Directional Waverider Buoy</b></p> <p>Deep orange colour buoy of 0.90 metre Dia will be floating on surface and will be moored with anchor in following position from 25 Nov 2010 for a period of 12 months</p> <table border="1"> <thead> <tr> <th>Location</th> <th>Position</th> <th>Depth (in metre)</th> </tr> </thead> <tbody> <tr> <td>W1</td> <td>18-04.00N 083-46.33E</td> <td>15</td> </tr> </tbody> </table> <p>Buoy will emit flash (every 20 seconds) when visibility reduces</p> <p><b>Current and Tide Meter</b></p> <p>Current and tide meter will be in mooring with 0.20 metre coloured surface floats without flash lights from 25 Nov 2010 for a period of one month</p> <table border="1"> <thead> <tr> <th>Location</th> <th>Position</th> <th>Depth (in metre)</th> </tr> </thead> <tbody> <tr> <td>C2, T2</td> <td>18-05.33N 083-46.15E</td> <td>15</td> </tr> <tr> <td>C3, T3</td> <td>18-02.15N 083-42.41E</td> <td>15</td> </tr> <tr> <td>C1, T1</td> <td>18-04.00N 083-44.33E</td> <td>15</td> </tr> <tr> <td>C4</td> <td>18-05.83N 083-43.15E</td> <td>10</td> </tr> <tr> <td>C5</td> <td>18-01.83N 083-45.33E</td> <td>20</td> </tr> </tbody> </table> <p>2. Mariners to exercise caution.</p> <p>3. Cancel this message on 24 Nov 2011.</p>				Location	Position	Depth (in metre)	W1	18-04.00N 083-46.33E	15	Location	Position	Depth (in metre)	C2, T2	18-05.33N 083-46.15E	15	C3, T3	18-02.15N 083-42.41E	15	C1, T1	18-04.00N 083-44.33E	15	C4	18-05.83N 083-43.15E	10	C5	18-01.83N 083-45.33E	20
Location	Position	Depth (in metre)																									
W1	18-04.00N 083-46.33E	15																									
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C5	18-01.83N 083-45.33E	20																									
<p><b>698. India West Coast- Off Bhatkal.</b> Charts 22 257 258 293 INT 705. Air to ground firing will be carried out from 24 Nov to 30 Nov 2010 between 0300 to 0730 UTC and 1000 UTC to 1200 UTC in area bounded by</p> <table border="1"> <tbody> <tr> <td>(a) 14-01.00N</td> <td>074-28.00E</td> <td>(b) 13-51.00N</td> <td>074-28.00E</td> </tr> <tr> <td>(c) 13-51.00N</td> <td>074-08.00E</td> <td>(d) 14-11.00N</td> <td>074-08.00E</td> </tr> <tr> <td>(e) 14-09.00N</td> <td>074-23.00E</td> <td></td> <td></td> </tr> </tbody> </table> <p>2. Safe flying height 12500 metres.</p> <p>3. Cancel this message on 01 Dec 2010.</p>				(a) 14-01.00N	074-28.00E	(b) 13-51.00N	074-28.00E	(c) 13-51.00N	074-08.00E	(d) 14-11.00N	074-08.00E	(e) 14-09.00N	074-23.00E														
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(c) 13-51.00N	074-08.00E	(d) 14-11.00N	074-08.00E																								
(e) 14-09.00N	074-23.00E																										
<p><b>699. India West Coast- Off Mormugao.</b> Charts 22 257 293 INT 705. Air to air firing will be carried out from 24 Nov to 03 Dec 2010 between 0300 to 0730 UTC and 1000 UTC to 1200 UTC in area bounded by</p> <table border="1"> <tbody> <tr> <td>(a) 15-44.00N</td> <td>072-54.00E</td> <td>(b) 15-53.00N</td> <td>073-12.00E</td> </tr> <tr> <td>(c) 14-58.00N</td> <td>073-38.00E</td> <td>(d) 14-50.00N</td> <td>073-19.00E</td> </tr> </tbody> </table> <p>2. Safe flying height 11000 metres</p> <p>3. Cancel this message on 04 Dec 2010.</p>				(a) 15-44.00N	072-54.00E	(b) 15-53.00N	073-12.00E	(c) 14-58.00N	073-38.00E	(d) 14-50.00N	073-19.00E																
(a) 15-44.00N	072-54.00E	(b) 15-53.00N	073-12.00E																								
(c) 14-58.00N	073-38.00E	(d) 14-50.00N	073-19.00E																								
<p><b>700. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing by Naval coast battery on following dates</p> <table border="1"> <thead> <tr> <th>Date</th> <th>Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>30 Nov 2010</td> <td>0900 to 1200</td> </tr> <tr> <td>03 Dec 2010</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> </tbody> </table> <p>2. Danger area bounded by</p> <table border="1"> <tbody> <tr> <td>(a) 09-57.50N</td> <td>075-59.50E</td> <td>(b) 09-57.70N</td> <td>076-14.20E</td> </tr> <tr> <td>(c) 09-44.00N</td> <td>076-17.50E</td> <td>(d) 09-42.50N</td> <td>076-09.50E</td> </tr> </tbody> </table> <p>3. Safe flying height 10000 metres.</p> <p>4. Cancel this message on 04 Dec 2010.</p>				Date	Time (UTC)	30 Nov 2010	0900 to 1200	03 Dec 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										
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(c) 09-44.00N	076-17.50E	(d) 09-42.50N	076-09.50E																								
<p><b>701. India West Coast – Off Mumbai.</b> Charts 21 293 INT 705. Rig NOBLE KENNETH DELANEY moved to new position 19-24.10N 071-23.06E.</p> <p>2. Wide berth requested.</p>																											
<p><b>702. India East Coast – Off Narasapur.</b> Charts 31 355 INT 706. Rig HERCULES 260 moved to new position 16-21.61N 082-02.18E.</p> <p>2. Wide berth requested.</p>																											
<p><b>703. India West Coast – Off Mumbai.</b> Charts 21 293 INT 705. Rig SAGAR GAURAV carrying out drilling operations in position 19-26.15N 071-18.63E</p> <p>2. Wide berth requested.</p>																											
<p><b>704. Self cancelling. Cancel Navarea VIII message 670 of 2010.</b> Fishing boat MFB PARVATHI KRIPA recovered.</p>																											



<p><b>705. Self Cancelling. Indian Ocean – Western part. Piracy.</b> Charts INT 70 INT 71 INT 72 INT 702. Pirate action group in following positions</p> <table> <tr> <td>07-49.00N</td> <td>055-53.00E</td> <td>230233Z</td> </tr> <tr> <td>10-30.00N</td> <td>059-04.00E</td> <td>230105Z</td> </tr> </table> <p>2. Vessels are advised to keep 100 miles clear of this position and to exercise extreme caution.</p>	07-49.00N	055-53.00E	230233Z	10-30.00N	059-04.00E	230105Z																								
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10-30.00N	059-04.00E	230105Z																												
<p><b>707. India West Coast – Off Kandla.</b> Charts 203 2018 2080 INT 705. A dumb barge adrift (upside down) approx 4 miles NW from outer tuna buoy. Last sighted on 22 Nov 2010 at 2000 UTC</p> <p>2. Mariners to exercise caution.</p>																														
<p><b>708. India West Coast – Mormugao.</b> Chart 22 257 INT 705 INT 706. Firing practice by Naval Aircraft between 0230 UTC to 1230 UTC from 01 to 07 Dec 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>073-52.00E</td> <td>(d)</td> <td>15-11.00N</td> <td>073-57.00E</td> </tr> </table> <p>2. Safe flying height 3500 metres</p> <p>3. Cancel this message on 08 Dec 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																									
<p><b>709. India East Coast- Bay of Bengal.</b> Charts 31 301 351 352 3017 3031 INT 706. Experimental rocket launch scheduled from ITR launch complex between 0230 UTC and 0830 UTC from 02 to 03 Dec 2010</p> <p>Danger Zone Bounded By Following Points</p> <table> <tr> <td>(a)</td> <td>21-22.06N</td> <td>085-56.04E</td> <td>(b)</td> <td>21-19.15N</td> <td>086-54.48E</td> </tr> <tr> <td>(c)</td> <td>21-12.93N</td> <td>086-53.53E</td> <td>(d)</td> <td>20-40.21N</td> <td>087-15.01E</td> </tr> <tr> <td>(e)</td> <td>19-04.85N</td> <td>088-39.23E</td> <td>(f)</td> <td>19-21.95N</td> <td>089-01.33E</td> </tr> <tr> <td>(g)</td> <td>20-57.58N</td> <td>087-37.18E</td> <td>(h)</td> <td>21-21.26N</td> <td>087-06.18E</td> </tr> <tr> <td>(J)</td> <td>21-23.30N</td> <td>086-59.80E</td> <td></td> <td></td> <td></td> </tr> </table> <p>2. No over flight and mariners to exercise caution</p> <p>3. Cancel this message on 04 Dec 2010.</p>	(a)	21-22.06N	085-56.04E	(b)	21-19.15N	086-54.48E	(c)	21-12.93N	086-53.53E	(d)	20-40.21N	087-15.01E	(e)	19-04.85N	088-39.23E	(f)	19-21.95N	089-01.33E	(g)	20-57.58N	087-37.18E	(h)	21-21.26N	087-06.18E	(J)	21-23.30N	086-59.80E			
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(J)	21-23.30N	086-59.80E																												
<p><b>710. Cancel Navarea VIII message 706 of 2010.</b> Racon with code 'K' re-established on madras lighthouse on trial basis from 19 Nov 2010.</p>																														
<p><b>711. India West Coast – Off Kochi.</b> Charts 32 220 259 2029 INT 705 INT 706. Deepening and widening of outer channel of Kochi port is in progress</p> <p>2. Mariners to exercise caution.</p>																														
<p><b>712. Self Cancelling. India West Coast- Arabian Sea. Piracy.</b> Charts INT 71 INT 72 INT 73 INT 704 INT 705. M/V attacked in position 15-09.00N 067-05.00E on 24 Nov 2010 at 0301 UTC</p> <p>2. Mariners to exercise extreme caution.</p>																														
<p><b>713. Self Cancelling. Cancel Navarea VIII message 680 of 2010.</b></p>																														
<p><b>714. India East Coast – Off Vishakhapatnam.</b> Charts 31 308 354 3002 3012 INT 706. Firing practice by Naval ships from 0930 UTC to 1230 UTC on 30 Nov, 02 and 04 Dec 2010 in area bounded by</p> <table> <tr> <td>(a)</td> <td>17-41.30N</td> <td>083-17.20E</td> <td>(b)</td> <td>17-46.25N</td> <td>083-25.50E</td> </tr> <tr> <td>(c)</td> <td>17-39.60N</td> <td>083-29.80E</td> <td>(d)</td> <td>17-34.50N</td> <td>083-21.60E</td> </tr> </table> <p>2. Safe flying height 10000 metres</p> <p>3. Cancel this message on 05 Dec 2010.</p>	(a)	17-41.30N	083-17.20E	(b)	17-46.25N	083-25.50E	(c)	17-39.60N	083-29.80E	(d)	17-34.50N	083-21.60E																		
(a)	17-41.30N	083-17.20E	(b)	17-46.25N	083-25.50E																									
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<p><b>715. India West Coast – Off Bhogat.</b> Charts 21 204 252 292 INT 71 INT 705. Setting up of SPM in position 21-58.37N 069-12.27E (approx) is in progress. Dredgers, survey vessel, tug and support vessel deployed for laying of two 24 inches subsea lines from land fall point 21-56.07N 069-09.86E to SPM.</p> <p>2. Mariners to exercise caution.</p>																														
<p><b>716. Cancel Navarea VIII message 707 of 2010. India West Coast – Gulf of Kuchchh.</b> Charts 21 203 2083 INT 705. Dumb barge sea king (registration number THN – 16713) sunk in position 22-34.86N 069-46.42E</p> <p>2. Mariners to exercise caution.</p>																														
<p><b>717. Self Cancelling. Indian Ocean - Southern Part.</b> Piracy. Charts INT 71 INT 72 INT 73 INT 703. M/V attacked in position 05-38.00N 068-27.00E on 26 Nov 2010 at 0300 UTC.</p> <p>2. Vessels are advised to keep 100 miles clear of this position and to exercise extreme caution.</p>																														
<p><b>718. Self Cancelling. Indian Ocean – Arabian Sea.</b> Piracy. Charts INT 71 INT 72 INT 73 INT 703. Possible mothership activity in position 09-29.00N 068-44.00E on 25 Nov 2010 at 1940 UTC.</p> <p>2. Vessels are advised to keep 100 miles clear of this position and to exercise extreme caution.</p>																														

<p><b>719. Cancel NAVAREA VIII message 688 of 2010. India West Coast- Off Mumbai.</b> Charts 21 22 293 INT 71 INT 705. Survey vessel western spirit will carry out 2 D seismic/gravity and magnetic data acquisition survey from 28 Nov to 03 Dec 2010 in area bounded by</p> <table border="0"> <tr> <td>(a)</td><td>17-51.35N</td><td>070-14.10E</td><td>(b)</td><td>17-08.15N</td><td>070-14.15E</td></tr> <tr> <td>(c)</td><td>17-07.90N</td><td>070-47.15E</td><td>(d)</td><td>16-28.61N</td><td>070-46.78E</td></tr> <tr> <td>(e)</td><td>16-28.61N</td><td>070-49.45E</td><td>(f)</td><td>16-10.40N</td><td>070-49.48E</td></tr> <tr> <td>(g)</td><td>16-10.47N</td><td>071-32.21E</td><td>(h)</td><td>15-48.56N</td><td>071-32.23E</td></tr> <tr> <td>(j)</td><td>15-48.66N</td><td>071-57.53E</td><td>(k)</td><td>17-07.06N</td><td>071-58.71E</td></tr> <tr> <td>(l)</td><td>17-06.85N</td><td>072-11.68E</td><td>(m)</td><td>17-41.34N</td><td>072-11.90E</td></tr> <tr> <td>(n)</td><td>17-41.38N</td><td>071-17.05E</td><td>(p)</td><td>17-51.37N</td><td>071-07.06E</td></tr> </table> <p>2. The vessel will be towing 04 streamers of length 10500 metres. Each of the trailing ends are attached to tail buoy with radar reflectors and flashing white light.</p> <p>3. All vessels operating in area to exercise caution and give wide berth at least 03 NM abeam, ahead and 08 NM astern of the vessel.</p> <p>4. Cancel this message on 04 Dec 2010.</p>	(a)	17-51.35N	070-14.10E	(b)	17-08.15N	070-14.15E	(c)	17-07.90N	070-47.15E	(d)	16-28.61N	070-46.78E	(e)	16-28.61N	070-49.45E	(f)	16-10.40N	070-49.48E	(g)	16-10.47N	071-32.21E	(h)	15-48.56N	071-32.23E	(j)	15-48.66N	071-57.53E	(k)	17-07.06N	071-58.71E	(l)	17-06.85N	072-11.68E	(m)	17-41.34N	072-11.90E	(n)	17-41.38N	071-17.05E	(p)	17-51.37N	071-07.06E
(a)	17-51.35N	070-14.10E	(b)	17-08.15N	070-14.15E																																					
(c)	17-07.90N	070-47.15E	(d)	16-28.61N	070-46.78E																																					
(e)	16-28.61N	070-49.45E	(f)	16-10.40N	070-49.48E																																					
(g)	16-10.47N	071-32.21E	(h)	15-48.56N	071-32.23E																																					
(j)	15-48.66N	071-57.53E	(k)	17-07.06N	071-58.71E																																					
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(n)	17-41.38N	071-17.05E	(p)	17-51.37N	071-07.06E																																					
<p><b>720. Self Cancelling. Cancel NAVAREA VIII message 687 of 2010. Paradip DGPS transmission on air.</b></p>																																										
<p><b>721. India East Coast – South of Kakinada.</b> Charts 31 354 355 INT 706. Hydrographic survey will be carried out by hydrographic vessel from 29 Nov to 24 Dec 2010 in area bounded by</p> <table border="0"> <tr> <td>(a)</td><td>16-41.30N</td><td>082-18.00E</td><td>(b)</td><td>16-41.30N</td><td>082-26.30E</td></tr> <tr> <td>(c)</td><td>16-46.09N</td><td>082-26.30E</td><td>(d)</td><td>16-46.09N</td><td>082-18.00E</td></tr> </table> <p>2. All vessels operating in vicinity to give wide berth of atleast 02 NM and exercise caution.</p> <p>3. Cancel this message on 25 Dec 2010.</p>	(a)	16-41.30N	082-18.00E	(b)	16-41.30N	082-26.30E	(c)	16-46.09N	082-26.30E	(d)	16-46.09N	082-18.00E																														
(a)	16-41.30N	082-18.00E	(b)	16-41.30N	082-26.30E																																					
(c)	16-46.09N	082-26.30E	(d)	16-46.09N	082-18.00E																																					
<p><b>722. Self Cancelling. NAVAREA VIII-warning inforce</b></p> <p>252 297 314 315 352 380 389 396 399 440 441 442 449 457 461 466 470 471 474 485 503 508 516 520 526 528 534 560 571 581 594 600 628 629 630 632 633 636 648 654 655 658 668 671 672 674 675 679 681 686 690 691 692 696 697 698 699 700 701 702 703 708 709 710 711 712 713 714 715 716 717 718 719 720 721 of 2010.</p>																																										
<p><b>723. Self Cancelling. Indian Ocean - SW Part.</b> Piracy. Charts INT 71 INT 72 INT 73 INT 703. M/V attacked in position 00-09.00S 070-00.00E on 26 Nov 2010 at 0114 UTC.</p> <p>2. Vessels are advised to keep 100 miles clear of this position and to exercise extreme caution.</p>																																										
<p><b>724. Indian Ocean – Off Reunion Island.</b> Charts INT 70 INT 71 INT 72 INT 700 INT 702. Firing exercise will be carried out from 0300 UTC to 1000 UTC on 07 Dec 2010 in area bounded by</p> <table border="0"> <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. Mariners to exercise caution.</p> <p>4. Cancel this message on 07 Dec 2010 at 1100 UTC.</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																														
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(c)	21-31.2S	054-47.4E	(d)	21-17.2S	054-42.0E																																					
<p><b>725. India West Coast – Gulf of Kachchh.</b> Charts 21 203 2068 INT 705. Salaya channel marking buoy Chandri in position 22-37.0N 069-07.4E retrieved for maintenance.</p> <p>2. Mariners to exercise caution.</p>																																										
<p><b>726. India East Coast- Bay of Bengal.</b> Charts 31 32 INT 706. Survey vessel BOS Arctic will carry out 3 D seismic survey operations from 30 Nov to 31 Dec 2010 in area bounded by</p> <table border="0"> <tr> <td>(a)</td><td>17-39.00N</td><td>085-28.00E</td><td>(b)</td><td>17-39.00N</td><td>085-56.00E</td></tr> <tr> <td>(c)</td><td>16-59.00N</td><td>085-56.00E</td><td>(d)</td><td>16-59.00N</td><td>085-28.00E</td></tr> </table> <p>2. The vessel will be towing 06 streamer cables of length 8100 metres. Each end is marked with yellow coloured tail buoy with flashing white light.</p> <p>3. All vessels operating in area to exercise caution and give wide berth at least 07 NM around the vessel.</p> <p>4. Cancel this message on 01 Jan 2011.</p>	(a)	17-39.00N	085-28.00E	(b)	17-39.00N	085-56.00E	(c)	16-59.00N	085-56.00E	(d)	16-59.00N	085-28.00E																														
(a)	17-39.00N	085-28.00E	(b)	17-39.00N	085-56.00E																																					
(c)	16-59.00N	085-56.00E	(d)	16-59.00N	085-28.00E																																					
<p><b>727. Self Cancelling. India West Coast – Arabian Sea.</b> Piracy. Charts INT 71 INT 72 INT 73 INT 705. M/V attacked in position 14-51.00N 068-13.00E on 28 Nov 2010 at 0700 UTC.</p> <p>2. Vessels are advised to keep 100 miles clear of this position and to exercise extreme caution.</p>																																										

<b>728. Self Cancelling. India West Coast – Arabian Sea.</b> Piracy. Charts INT 71 INT 72 INT 73 INT 705. Possible mothership activity in position 16-57.02N 066-48.24e on 29 Nov 2010 at 0104 UTC.												
2. Mariners to exercise extreme caution.												
<b>729. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing by Naval coast battery on following dates												
<table> <thead> <tr> <th>Date</th> <th>Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>07, 14 Dec 2010</td> <td>0900 to 1200</td> </tr> <tr> <td>10, 17 Dec 2010</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> </tbody> </table>	Date	Time (UTC)	07, 14 Dec 2010	0900 to 1200	10, 17 Dec 2010	0900 to 1200 and 1230 to 1430						
Date	Time (UTC)											
07, 14 Dec 2010	0900 to 1200											
10, 17 Dec 2010	0900 to 1200 and 1230 to 1430											
2. Danger area bounded by												
<table> <tbody> <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> </tbody> </table>	(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							
3. Safe flying height 10000 metres.												
4. Cancel this message on 18 Dec 2010.												



6.1

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

-Nil-



**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**

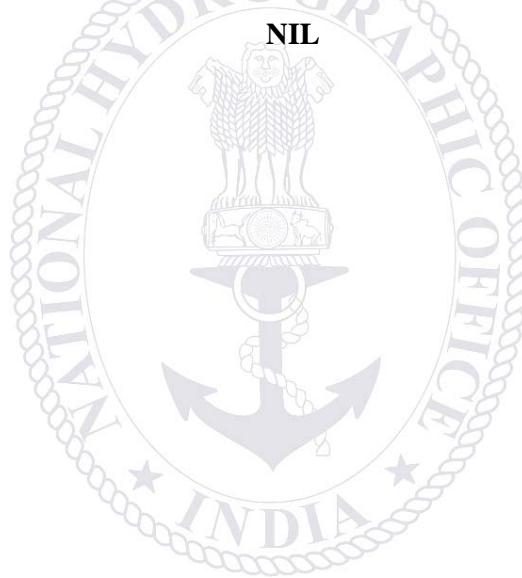
*(Last correction: Edition No. 07 dated 01 Apr 09)*

**NIL**

**INP 31(6), 2005**

*(Last correction: Edition No. 18 dated 16 Sep 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)	

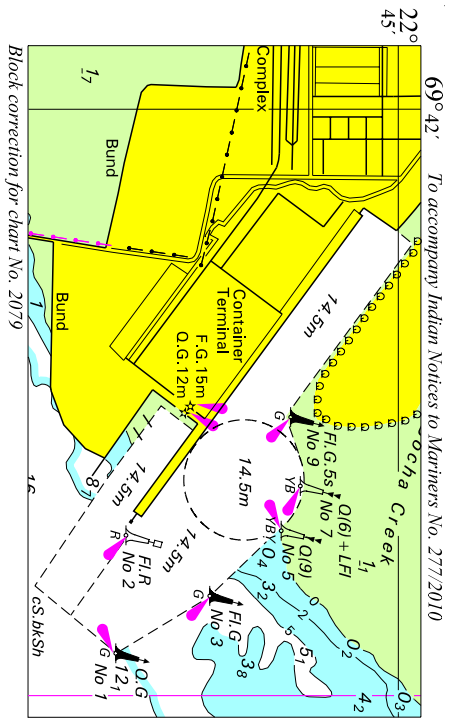
7 Tugs	
(a) Number available/Type	
(b) Maximum HP/Bollard Pull	
(c) Requesting authority	
(d) Availability times	
(e) Communication with tugs	
(f) Hiring charges	
8 Berthing and wharves	
(a) Type & number of berths available	
(b) Length	
(c) Depth alongside	
(d) Facilities available	
(e) Procedure for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

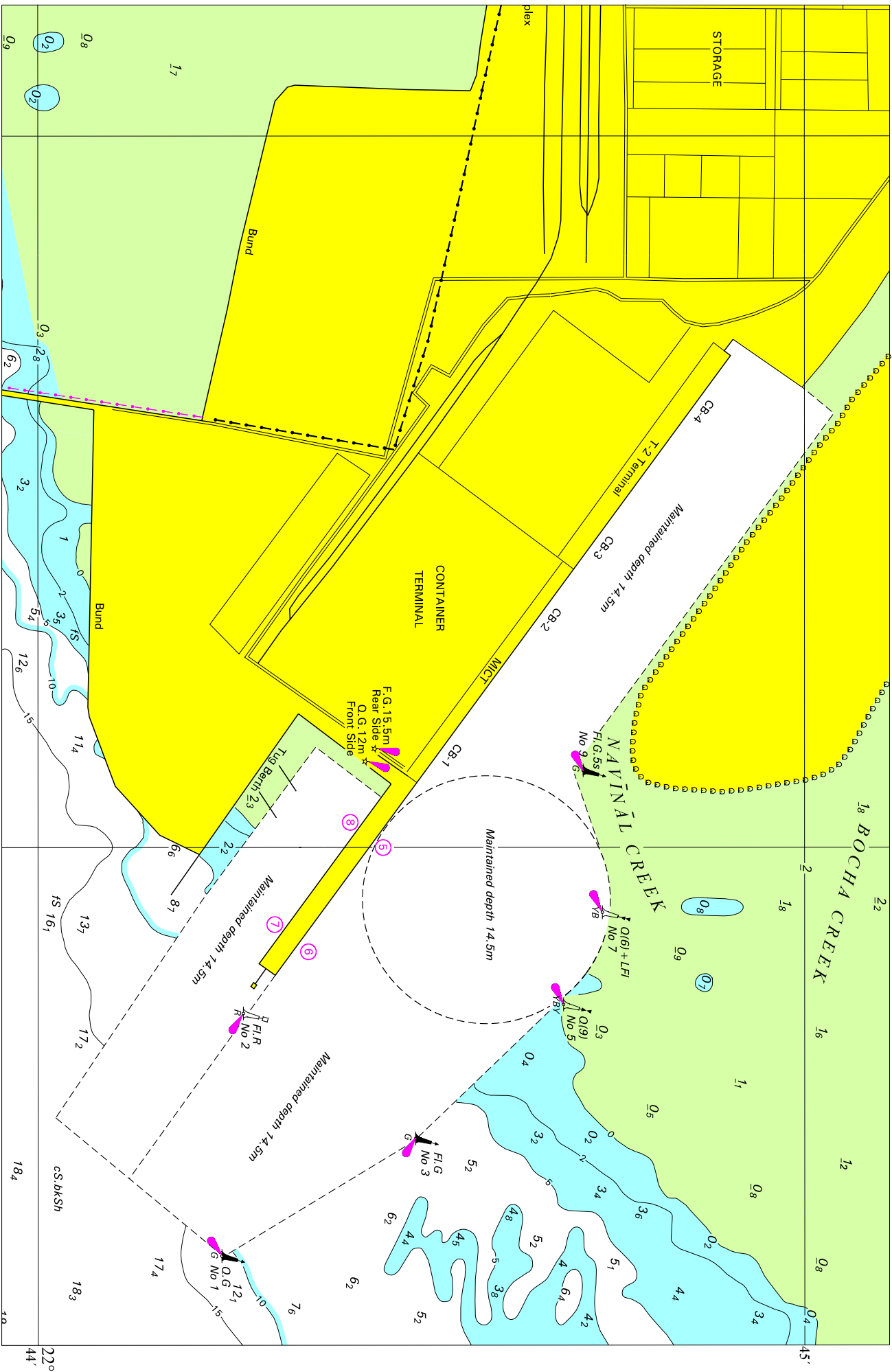
(l) Ambulance	
(m) Fire fighting (fixed and mobile facilities)	
(n) Navigational warning and weather bulletin	
(p) garbage disposal	
(q) Waste oil disposal	
(r) Helicopter landing facilities	
16 Communications	
(a) Road, rail and air services available	
(b) Nearest airport or airfield	
(c) Port radio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

Filled By  
(Name & Designation)

Checked by  
(Name & Designation)

Place  
Date





Block correction for chart No. 2021



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

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