



INDIAN NOTICES TO MARINERS



EDITION NO. 17 DATED 01 SEP 2013

(CONTAINS NOTICES 164 TO 169)

REACH US 24 x 7



incho-navy@nic.in
msis-incho-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

WWW

www.hydrobharat.nic.in

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

FEEDBACK: 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 shortcomings 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 5020 (INT 1).
- (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 Chart that is available for mariners in the market are as follows:-

NIL

2. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
210	UMARGAM TO SATPATI	150,000	New Edition
211	SATPATI TO MURUD JANJIRA	150,000	New Edition

Availability of ENC's.

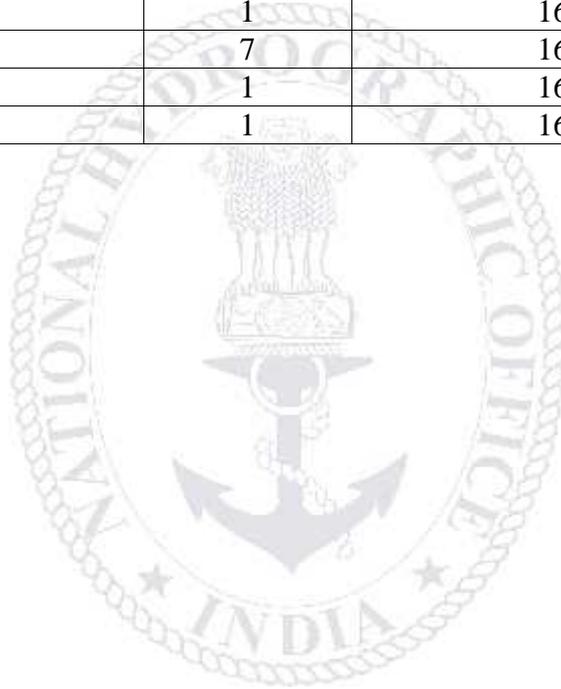
The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the world wide network of their agents and distributors. Updates are also made available as per the existing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

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	JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: enc@jeppesen.com , info@c-map.co.no Website: www.jeppesen.com
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:- data@ecc.no Website: - www.primar.org	

SECTION – I

The list of charts affected by the Notices 164 to 169 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
22 (INT 752)	3	164
41 (INT 757)	6	169
272	4	164
360	7	167
361	7	167
410	7	168
411	7	168
435	7	169
451	7	168
452	7	168
2088	1	166
2097	1	166
4019	7	168
8004	1	165
9001	1	169



SECTION – II

PERMANENT NOTICES

*164/(17/13) Miscellaneous updates to charts

Source: NHO Dehradun.		
Chart	Previous Update	Details
22 (INT 752)	162/13	Amend reference INM 156/(15/13) to read as: Insert depth, 359 enclosed by 500m contour at: 12° 26′·99N., 71° 40′·49E.
272	162/13	Amend reference INM 156/(15/13) to read as: Insert depth, 359 enclosed by 500m contour at: 12° 26′·99N., 71° 40′·49E.

165/(17/13) UNITED ARAB EMIRATES – Jask to Dubayy and Jazireh-Ye-Qeshm – Anchorage area.

Source: BA Notice – 3306/13.

Chart 8004 [previous update 107/13]

Insert limit of anchorage area, pecked line, joining: (a) 26° 02′·10N., 55° 59′·40E. (existing limit)
26° 02′·90N., 55° 56′·60E.
(b) 26° 00′·30N., 55° 56′·40E. (existing limit)

Delete former limit of anchorage area, pecked line, joining: (a) above
(b) above

166/(17/13) OMAN – Masqat to Mina Al Fahl – Wreck.

Source: BA Notice – 3503/13.

Chart 2088 [previous update 247/12]

Insert  PA 23° 39′·00N., 58° 34′·00E.

Chart 2097 (Plan – Masqat to Mina Al Fahl) [previous update 247/12]

Insert  PA 23° 39′·00N., 58° 33′·99E.

167/(17/13) BANGLADESH – Pussur River to Elephant Point – Wreck.

Source: BA Notice – 3656/13.

Chart 360 [previous update 109/13]

Insert  (buoyed) 21° 31′·95N., 91° 47′·37E.

Chart 361 [previous update 109/13]

Insert  (buoyed) 21° 31′·96N., 91° 47′·39E.

168/(17/13) BURMA – Rangoon River and Approaches – Buoyage.

Source: BA Notice – 3259/13.

Chart 451 [previous update 056/13] WGS 84 Datum

Insert  FIG7s Lower Float 16° 17′·10N., 96° 17′·80E.

 FIG3s Upper Float 16° 21′·50N., 96° 19′·50E.

Chart 452 [previous update 065/13] WGS 84 Datum

Insert  FIG7s Lower Float 16° 17′·10N., 96° 17′·80E.

 FIG3s Upper Float 16° 21′·50N., 96° 19′·50E.

168/(17/13) BURMA – Rangoon River and Approaches – Buoyage. Continued.

Chart 410 [previous update 056/13] WGS 84 Datum

Insert  FIG7s Lower Float 16° 17'·10N., 96° 17'·80E. FIG3s Upper Float 16° 21'·50N., 96° 19'·50E.

Chart 411 [previous update 086/12] WGS 84 Datum

Insert  FIG7s Lower Float 16° 17'·10N., 96° 17'·80E. FIG3s Upper Float 16° 21'·50N., 96° 19'·50E.

Chart 4019 [previous update 127/13]

Insert  FIG7s Lower Float 16° 17'·02N., 96° 17'·98E. FIG3s Upper Float 16° 21'·42N., 96° 19'·68E.**169/(17/13) MALAYSIA – Malacca Strait – Wreck.**

Source: BA Notice – 3307/13.

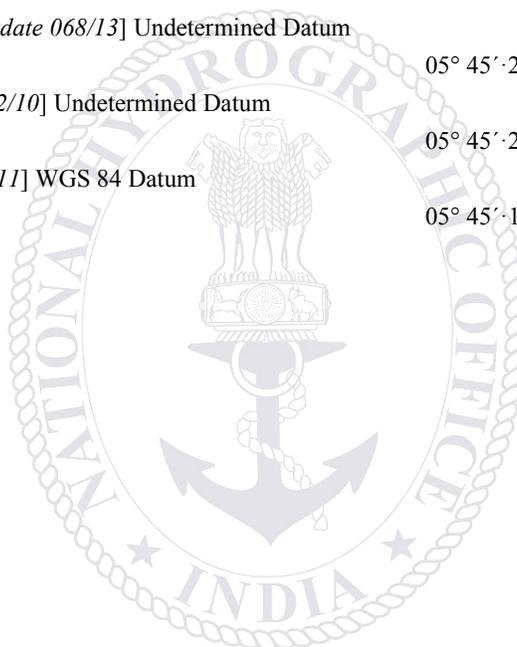
Chart 41 (INT 757) [previous update 068/13] Undetermined Datum

Insert  05° 45'·20N., 100° 14'·70E.

Chart 9001 [previous update 232/10] Undetermined Datum

Insert  05° 45'·20N., 100° 14'·70E.

Chart 435 [previous update 172/11] WGS 84 Datum

Insert  PA 05° 45'·15N., 100° 14'·68E.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

NIL



SECTION – IV **MARINE INFORMATION**

1. **NAVTEX TRANSMISSION**

MSI Promulgation by NAVTEX Stations at Mumbai and Chennai are temporarily out of operation.

(Source – DG Shipping)

2. **MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS**

All merchant vessels entering Indian EEZ are advised that dense fishing activity may be encountered off West Coast of India. Fishing is generally carried out by mechanized boats and single hull boats with outboard motors carrying 4-5 crew using long lines upto 50 NM from coast. The vessels traversing the nets are likely to be approached by fishing boats for safeguarding nets and lines and should not be mistaken as skiffs and PAG's. Masters of vessels to report any suspicious activity of fishing vessels immediately to MRCC (Mumbai) on telephone +91-22-24388065, 24316558, Email: - indsar@vsnl.net, or icgmrc_mumbai@mtnl.net. Any suspicious activity of skiffs / boats to be photographed if possible. Merchant vessels with armed guards on board are to report presence of guards to Indian Navy/Coast Guard while transiting Indian EEZ.

(Source - NAVAREA VIII Warning 100/12)

3. **DISPLAY ANOMALIES IN ECDIS**

(a) Mariners are advised that the International Hydrographic Organization (IHO) check data set shows that some ECDIS systems fail to display some significant underwater features in the standard display mode. The use of this check data set, issued through ENC service providers and available from the IHO website www.iho.int, to check the operation of ECDIS is strongly recommended. JRC has confirmed that certain versions of JRC ECDIS fail to display some types of wreck and obstructions, including stranded wrecks, in any display mode.

Where JRC ECDIS is in use, paper charts should be the primary means of navigation until the ECDIS has been proved to operate correctly. See www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html for further information.

(b) Some Electronic Chart Display and Information Systems (ECDIS) may exhibit operating anomalies. The International Maritime Organization's (IMO) circular SN.1/CIRC.312 pages /imodocs.aspx (registration required) lists identified anomalies, Their characteristics and remedial advice. Mariners are reminded that they should access the International Hydrographic Organization (IHO) data presentation and performance check (DPPC) dataset (news links of <http://www.iho.int/srv1>) and ensure that all installed ECDIS units are checked.

(Source - NAVAREA VIII Warning 141/12 & 529/12)

4. **SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME**

The Director General Shipping has established Safety fairways, recommended routes and traffic separation scheme (TSS) in restricted Indian waters including the offshore development area to enhance safety of navigation. The details of coordinates for the above have been published in the fortnightly Indian Notices to Mariners Edition No 14 of 2008 (16th July 2008).

(a) Safety Fairways: An area within which permits are not granted for the erection of oil or gas related structures. The use of a safety fairway is not usually mandatory, but is recommended. Safety fairways have been promulgated in and round offshore development area in Arabian Sea up to the Exclusive Economic

4.2

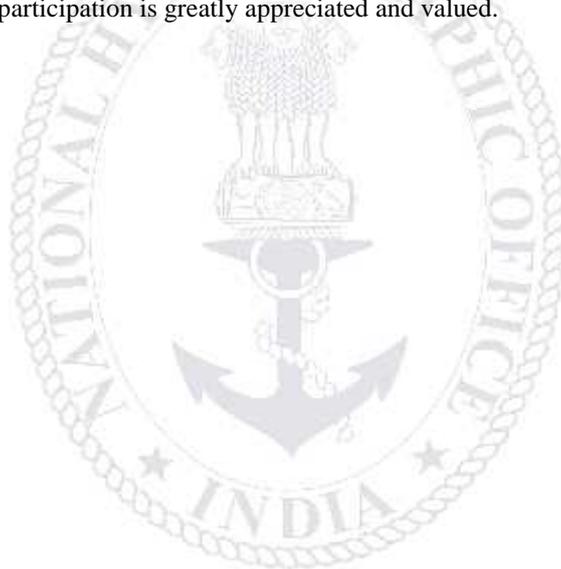
Zone (EEZ) due to increased weather related marine accidents and dense traffic. These are mandatory for all Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

(b) Recommended routes have been established along the coast of Gujarat. These are to assist mariners to navigate safely in order to represent the best routes for crossing traffic and to minimize head-on encounters in vicinity of Oilfield Development Areas and regulate coastal traffic. Mariners are advised to keep 1 to 2 miles starboard of the shown routes consistent with Rules of the Road.

(c) Traffic Separation Schemes (TSS). The TSS off Mumbai harbour is mandatory for all Indian and foreign flag ships and vessels entering and leaving Mumbai harbour and Jawaharlal Nehru Port Trust (JNPT)/ Nhava-Sheva harbour irrespective of size.

5. WORLD-WIDE NAVIGATIONAL WARNING SERVICE SECOND SURVEY TO ASSESS THE QUALITY OF MSI SERVICES

The International Hydrographic Organization's World-Wide Navigational Warning Service (WWNWS) is conducting a survey concerning the quality of Maritime Safety Information broadcast via SAFETYNET and NAVTEX to identify measures to improve service. It provides an opportunity to comment on the quality of the content and reception of Navigational Warnings provided by each NAVAREA coordinator. Please visit <http://www.needtopopulatethis.com> to complete the short survey. The World Meteorological Organization offers a similar survey regarding the World-Wide Meteorological Information and warning service available at: www.jcomm.info/mmms. Your participation is greatly appreciated and valued.



Distribution of Indian Paper Charts and Nautical Publications

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

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

List of Indian Chart Agents.

<p>M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com</p>	<p>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</p>
<p>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</p>	<p>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</p>
<p>M/s C & C Marine Combine 25 Bank Street, 1st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in</p>	<p>M/s Maritime Charts & Publicatons 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com</p>
<p>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 : mahalakshmitravel@hotmai.com</p>	<p>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</p>
<p>M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in charts@mtnl.net.in</p>	<p>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</p>
<p>M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: sankar_roy342@yahoo.in</p>	<p>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</p>
<p>Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: elemulti.services69@yahoo.com</p>	

SECTION – V
NAVAREA – VIII WARNINGS IN FORCE

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 13 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings in force as on 31 Aug 13:

2013 SERIES – 008 012 035 036 160 197 203 228 265 303 320 324 330 335 343 360 370 372
374 376 409 418 422 424 426 428 430 441 451 453 456 469 470 471 473 474 475 476 477

3. NAVAREA VIII Warnings issued during the period from 16 Aug to 31 Aug 13 (both dates inclusive) are as tabulated below: –

452. India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 UTC to 1800 UTC from 19 Aug to 25 Aug 13 in area bounded by:		
(a)	19-14.60N 084-53.70E	(b) 19-37.05N 085-27.87E
(c)	18-46.05N 085-22.87E	
and arc of 41 NM radius joining point (b) and (c).		
2.	Safe flying height 7000 metres.	
3.	Cancel this MSG 251900 UTC Aug 13.	
453. India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 131002 UTC Aug 13:		
	ABAN III	19-00.60N 072-11.96E
	ABAN IV	19-06.83N 070-56.43E
	BADRINATH	17-55.79N 071-24.81E
	CE THROTON	19-34.69N 071-20.09E
	DEEP SEA FORTUNE	19-31.79N 071-22.50E
	DEEP SEA FOSSIL	19-20.95N 071-18.20E
	DISCOVERY-1	18-38.20N 071-00.93E
	DYNAMIC VISION	18-39.23N 070-58.87E
	ENERGY DRILLER	18-11.38N 071-48.12E
	ENSCO 54	19-16.46N 071-59.83E
	FG MC CLINTOK	19-15.34N 071-21.80E
	GREAT DRILLER CHAAYA	19-14.46N 071-58.88E
	GREATDRILL CHETNA	19-18.31N 071-58.56E
	GREATDRILL CHITRA	18-58.76N 071-37.73E
	JT ANGEL	18-47.09N 072-19.51E
	KEDARNATH	19-41.96N 070-57.23E
	NOBLE CHARLIE YESTER	18-42.58N 072-20.49E
	NOBLE ED HOLT	19-12.54N 072-02.23E
	NOBLE KENNETH DELANEY	18-31.89N 072-16.74E
	RON TAPMEYER	18-30.15N 072-15.92E
	SAGAR GAURAV	20-19.56N 071-18.67E
	SAGAR JYOTI	20-26.62N 071-19.74E
	SAGAR KIRAN	18-45.24N 072-18.00E
	SAGAR LAXMI	20-58.00N 071-33.00E
	SAGAR PRAGATI	18-32.27N 072-15.44E
	SAGAR UDAY	20-21.88N 071-05.87E
	TRIDENT II	19-10.40N 070-57.68E
	TRIDENT XII	18-36.18N 071-01.64E
	VIRTUE 1	18-47.00N 071-59.01E
	wide berth requested.	
2.	Cancel NAVAREA VIII 390/13.	
454. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 131003 UTC Aug 13:		
	ABAN II	16-44.23N 082-23.67E
	ACTINIA	16-15.78N 082-10.24E
	DEEP SEA MATDRILL	16-24.55N 082-02.92E
	DSR DHIRUBHAI DEEPWATER KG-1	14-35.60N 082-16.51E

454. Continued.			
DSR DHIRUBHAI DEEPWATER KG-2	11-35.70N	080-21.21E	
GSF-140	16-31.68N	082-28.43E	
MG HULME JR	16-36.60N	082-25.50E	
NOBLE DUCHESS	16-07.06N	081-41.85E	
DSR PLATINUM EXPLORER	16-18.35N	082-18.59E	
SAGAR RATNA	16-13.96N	081-45.89E	
D S SAGAR VIJAY	16-19.08N	082-16.00E	
DSR GSF EXPLORER	16-25.32N	082-23.85E	
wide berth requested.			
2.	Cancel NAVAREA VIII 431/13.		
455. NAVAREA VIII – Messages in force as on 161001 UTC Aug 13.			
2013 Series – 008 012 035 036 160 197 203 228 265 303 320 324 330 335 343 360 370 372 374 376 409 411 418 420 422 424 425 426 428 430 441 446 451 452 453 454			
(a)	NAVAREA VIII warnings less than 42 days old (370/13 onward) are	promulgated via SafetyNET.	
(b)	Text of NAVAREA VIII warnings inforce including those which are available on website www.hydrobharat.nic.in	no longer being broadcast are	
(c)	Texts of NAVAREA VIII warnings are also printed in section V of Notices to Mariners.	fortnightly editions of Indian	
2.	Cancel this MSG 231001 UTC Aug 13.		
456. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. correct at 170530 UTC Aug 13:			
ABAN II	16-44.23N	082-23.67E	
ACTINIA	16-33.72N	082-28.35E	
DEEP SEA MATDRILL	16-24.55N	082-02.92E	
DSR DHIRUBHAI DEEPWATER KG-1	14-35.60N	082-16.51E	
DSR DHIRUBHAI DEEPWATER KG-2	11-35.70N	080-21.21E	
GSF-140	16-31.68N	082-28.43E	
MG HULME JR	16-36.60N	082-25.50E	
NOBLE DUCHESS	16-07.06N	081-41.85E	
DSR PLATINUM EXPLORER	16-18.35N	082-18.59E	
SAGAR RATNA	16-13.96N	081-45.89E	
D S SAGAR VIJAY	16-19.08N	082-16.00E	
DSR GSF EXPLORER	16-25.32N	082-23.85E	
wide berth requested.			
2.	Cancel NAVAREA VIII 454/13.		
457. Andaman Sea – Off Port Blair. Charts 41 404 405 473 4006 4016 INT 706. Firing practice by Naval Coast battery from 0830 UTC to 1130 UTC on 21 Aug 13 in area bounded by:			
(a)	11-39.7N	092-46.3E	(b) 11-40.6N 092-47.0E
(c)	11-38.7N	092-53.1E	(d) 11-32.9N 092-48.3E
2.	Safe flying height 5000 metres.		
3.	Cancel this MSG 211230 UTC Aug 13.		
458. India West Coast – Off Navadra. Charts 21 204 252 292 INT 71 INT 705. Yellow colour SPM buoy reported adrift in vicinity 21-56.23N 069-09.52E at 170903 UTC Aug 13.			
2.	Caution advised .		
3.	Cancel this MSG 200903 UTC Aug 13.		
459. Cancel NAVAREA VIII 446/13 and this MSG.			
460. Andaman Sea – Duncan Passage. Charts 41 405 473 INT 706. Firing practice by Naval ships between 0630 UTC to 1130 UTC daily from 22 Aug to 23 Aug 13 in area bounded by:			
(a)	11-17N 092-34E	(b)	11-05N 092-34E
(c)	11-05N 092-48E	(d)	11-17N 092-48E
2.	Safe flying height 5000 metres		
3.	Cancel this MSG 231230 UTC Aug 13.		
461. Indian Ocean – Northern Part. Charts INT 71 INT 73 INT 705. One submerged sailing boat reported adrift in vicinity 11-52.21N 063-23.98E at 201000 UTC Aug 13.			
2.	Caution advised		
3.	Cancel this MSG 240630 UTC Aug 13.		

<p>462. India West Coast – off Mumbai. Charts 21 22 255 292 293 INT 705. One floating container reported adrift in vicinity 18-50.5N 072-46.7E at 210446 UTC Aug 13.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 240631 UTC Aug 13.</p>																														
<p>463. Indian Ocean – Northern Part. Charts INT 71 INT 73 INT 705. One submerged sailing boat (white hull) reported adrift in vicinity 11-40.61N 064-03.8E at 220335 UTC Aug 13.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 260530 UTC Aug 13.</p>																														
<p>464. Cancel NAVAREA VIII 425/13 and this MSG. INM 161 (16/13) refers.</p>																														
<p>465. India West Coast – Mormugao. Chart 22 214 215 257 2022 2078 INT 71 INT 706. Firing by Naval coast battery 15-24.6N 073-47.1E between 0430 UTC to 0730 UTC on 30 Aug 13.</p> <p>2. Danger area sector of 20 NM radius from 200 degree to 260 degree from firing position.</p> <p>3. Safe flying height 6500 metres.</p> <p>4. Cancel this MSG 300830 UTC Aug 13.</p>																														
<p>466. India East Coast – Chennai. Charts 32 33 313 356 357 3001 3004 INT 706. firing practice by Naval Coast battery between 0530 UTC to 0730 UTC on 30 Aug 13</p> <p>2. Danger zone sector of 11 NM radius between 045 degree and 075 degree from 13-07.02N 080-18.01E</p> <p>3. Safe flying height 12800 Metres.</p> <p>4. Cancel this MSG 300830 UTC Aug 13.</p>																														
<p>467. NAVAREA VIII – Messages in force as on 231003 UTC Aug 13 2013 Series – 008 012 035 036 160 197 203 228 265 303 320 324 330 335 343 360 370 372 374 376 409 411 418 422 424 426 428 430 441 451 452 453 454 456 460 461 462 463 464 465 466</p> <p>(a) NAVAREA VIII warnings less than 42 days old (409/13 onward) are promulgated via SafetyNET.</p> <p>(b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in</p> <p>(c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.</p> <p>2. Cancel this MSG 301001 UTC Aug 13.</p>																														
<p>468. Indian Ocean – Somali Basin. Charts INT 71 INT 72 INT 701. Blue coloured 12.80 metres long fibre glass fishing vessel Amara reported adrift in vicinity 07-21S 049-06E at 220400 UTC Aug 13. All crew rescued.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 280700 UTC Aug 13.</p>																														
<p>469. Cancel NAVAREA VIII 411/13. India West Coast – Gulf of Khambhat. Charts 21 207 254 292 INT 705 INT 706. Following reported on Narmada Channel Marking Buoy:</p> <p>(a) Narmada Channel Marking Buoy No 4 and Sultanpur Buoy unlit.</p> <p>(b) Buoy No 2 unlit and off station at 20-36.62N 071-58.51E</p> <p>(c) Buoy No 6 unlit and Off station at 20-52.8N 072-06.4E</p> <p>(d) Buoy No 9 lit and off station at 21-03.61N 072-10.14E</p> <p>(E) Buoy No 7 lit and Off station at 20-57.79N 072-07.89E</p> <p>2. Caution advised.</p>																														
<p>470. India East Coast – Bay of Bengal. Charts 32 33 356 INT 71 INT 706. Firing practice between 0230 UTC to 1130 UTC from 01 Sep to 07 Sep and 15 Sep to 21 Sep 13.</p> <p>2. Danger zone 15 NM radius around 13-50N 081-40E</p> <p>3. Safe flying height 3500 metres.</p> <p>4. Cancel this MSG 211230 UTC Sep 13.</p>																														
<p>471. India West Coast – Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by Naval coast battery:</p> <table border="0"> <thead> <tr> <th>Date</th> <th>Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>03 Sep 13</td> <td>0900 to 1200</td> </tr> <tr> <td>06 Sep 13</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>10 Sep 13</td> <td>0900 to 1200</td> </tr> <tr> <td>13 Sep 13</td> <td>0900 to 1200</td> </tr> <tr> <td>17 Sep 13</td> <td>0900 to 1200</td> </tr> <tr> <td>20 Sep 13</td> <td>0900 to 1200</td> </tr> <tr> <td>24 Sep 13</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>27 Sep 13</td> <td>0900 to 1200</td> </tr> </tbody> </table> <p>2. Danger area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>09-57.5N</td> <td>075-59.5E</td> <td>(b)</td> <td>09-57.7N</td> <td>076-14.2E</td> </tr> <tr> <td>(c)</td> <td>09-44.0N</td> <td>076-17.5E</td> <td>(d)</td> <td>09-42.5N</td> <td>076-09.5E</td> </tr> </table> <p>3. Safe flying height 10000 metres.</p> <p>4. Cancel this MSG 271300 UTC Sep 13.</p>	Date	Time (UTC)	03 Sep 13	0900 to 1200	06 Sep 13	0900 to 1200 and 1230 to 1430	10 Sep 13	0900 to 1200	13 Sep 13	0900 to 1200	17 Sep 13	0900 to 1200	20 Sep 13	0900 to 1200	24 Sep 13	0900 to 1200 and 1230 to 1430	27 Sep 13	0900 to 1200	(a)	09-57.5N	075-59.5E	(b)	09-57.7N	076-14.2E	(c)	09-44.0N	076-17.5E	(d)	09-42.5N	076-09.5E
Date	Time (UTC)																													
03 Sep 13	0900 to 1200																													
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13 Sep 13	0900 to 1200																													
17 Sep 13	0900 to 1200																													
20 Sep 13	0900 to 1200																													
24 Sep 13	0900 to 1200 and 1230 to 1430																													
27 Sep 13	0900 to 1200																													
(a)	09-57.5N	075-59.5E	(b)	09-57.7N	076-14.2E																									
(c)	09-44.0N	076-17.5E	(d)	09-42.5N	076-09.5E																									

<p>472. Andaman Sea – Duncan Passage. Charts 41 405 473 INT 706. Firing practice by Naval Ships from 282230 UTC to 290830 UTC Aug 13 and 302230 UTC to 310830 UTC Aug 13 in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>11-17N</td> <td>092-34E</td> <td>(b)</td> <td>11-05N</td> <td>092-34E</td> </tr> <tr> <td>(c)</td> <td>11-05N</td> <td>092-48E</td> <td>(d)</td> <td>11-17N</td> <td>092-48E</td> </tr> </table> <p>2. Safe flying height 3000 metres. 3. Cancel this MSG 310930 UTC Aug 13.</p>	(a)	11-17N	092-34E	(b)	11-05N	092-34E	(c)	11-05N	092-48E	(d)	11-17N	092-48E
(a)	11-17N	092-34E	(b)	11-05N	092-34E							
(c)	11-05N	092-48E	(d)	11-17N	092-48E							
<p>473. India West Coast – off Navadra. Charts 21 204 252 292 INT 71 INT 705. Bhogat SPM buoy reported sunk at 21-56.23N 069-09.52E</p> <p>2. Caution advised.</p>												
<p>474. Andaman Sea – off Great Nicobar Island. Charts 33 41 471 INT 706. Man overboard reported in vicinity 06-11.6N 092-49.1E at 280330 UTC Aug 13.</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>												
<p>475. India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706. Firing by army between 2330 UTC to 1800 UTC from 01 Sep to 05 Sep 13 in 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>085-27.87E</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 6100 metres. 3. Cancel this MSG 051900 UTC Sep 13.</p>	(a)	19-14.60N	084-53.70E	(b)	19-37.05N	085-27.87E	(c)	18-46.05N	085-22.87E			
(a)	19-14.60N	084-53.70E	(b)	19-37.05N	085-27.87E							
(c)	18-46.05N	085-22.87E										
<p>476. Indian Ocean – Western Part. Charts INT 71 INT 72 INT 73. Buoy with red and white coloured cylindrical base, 3 metres high and framework mast (grey) with antennas on top reported adrift in vicinity 01-37.3S 066-49.0E at 300830 UTC Aug 13.</p> <p>2. Caution advised. 3. Cancel this MSG 021001 UTC Sep 13.</p>												
<p>477. NAVAREA VIII – Messages in force as on 301002 UTC Aug 13. 2013 Series – 008 012 035 036 160 197 203 228 265 303 320 324 330 335 343 360 370 372 374 376 409 418 422 424 426 428 430 441 451 453 456 469 470 471 472 473 474 475 476</p> <p>(a) NAVAREA VIII warnings less than 42 days old (409/13 onward) are promulgated via SafetyNET. (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in (c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.</p> <p>2. Cancel this MSG 061001 UTC Sep 13.</p>												

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

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

Bay of Bengal Pilot (INP-2)

Chapter -2 (Page 129)

(Source: Marine department, Visakhapatnam Port Trust)

Article 2.148, para 5, line 4-5

*Delete “ships manifold..... 117 m” and replace by
“ships center manifold to its stern does not exceed 119 m”.*

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7345.05	-- Elbow	25 58.78N 56 02.84E	Fl G 3s	2	5	..	G165°- 017° (212°)
		*	*	*	*	*	*
D7345.8	- RMC Beacon	25 58.02N 56 02.84E	Fl G 3s	4	2		
		*	*	*	*	*	*
D7347	RA'S AL KHAYMAH - RAK Port Beacon	25 48.69N 55 57.03E	Q R	5	3		
		*	*	*	*	*	*
D7347.1	- RAK Starboard Beacon	25 48.63N 55 56.97E	Fl G 5s	5	2		
		*	*	*	*	*	*
F0754.7	Agatti Island	10 52.50N 72 12.30E	Fl(3)W 30s	35	10	White framework tower 30	fl 1, ec 3, fl 1, ec 3, fl 1, ec 21
	--	..	Racon	..	..	..	ILRS Vol 2 Station 79065 TR 2013
							*
F0755.5	Kavaratti Island	10 33.68N 72 38.77E	Fl W 5s	40	18	White concrete tower 38	fl 0.3
	-	..	Racon	..	..	..	ILRS Vol 2 Station 79060
		*					
F0755-55	Kavaratti Island	10 34-74N 72 38-54E	Fl(2)R 10s	..	..	Framework tower	Shown September to May
		*					
F0755-57	Kavaratti Island	10 34-78N 72 38-48 E	Fl(2)G 10s	..	..	Framework tower	Shown September to May
		*					
F1183.2	Ko Talibong. No 3	07 15.93N 99 23.92E	Fl G 3s	7	4	Beacon	
		*	*	*	*	*	*
F1183.3	- No 2	07 16.47N 99 24.03E	Fl R 3s	7	4	Beacon	
		*	*	*	*	*	*
F1183.4	Ko Tailbong Northwards. No 1	07 18.15N 99 23.82E	Fl G 3s	7	4	Beacon	
		*	*	*	*	*	*
F1183.45	- No 2	07 18.19N 99 24.16E	Fl R 3s	7	4	Beacon	
		*	*	*	*	*	*
F1183.5	PAK NAM TRANG - Hin Sai Samo	07 14.10N 99 29.30E	Fl(2)W 4s	7	7	⊗ on black beacon, red band	
		*	*	*	*	*	*
F1183.8	- Ko Nok. Front	07 15.50N 99 28.60E	Fl Y 4s	11	12		
		*	*	*	*	*	*
F1183.9	-- Rear	07 15.87N 99 28.56E	Iso Y 5s	15	12		
		*	*	*	*	*	*
F1183.95	- Khlong Palian. Front	07 16.88N 99 30.42E	Fl Y 3s	11	12		
		*	*	*	*	*	*
F1183.98	-- Rear	07 17.04N 99 30.57E	Iso Y 3s	16	12		
		*	*	*	*	*	*
F1184.5	- Ban Na Klua Nua. Front	07 21.59N 99 28.85E	Fl R 3s	19	10		
		*	*	*	*	*	*
F1184.6	-- Rear	07 21.89N 99 28.75E	Iso W 4s	41	13		
		*	*	*	*	*	*
F1184.65	- Khlong Trang. No 15	07 22.35N 99 29.16E	Fl G 3s	7	4	Beacon	
		*	*	*	*	*	*

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005*(Last correction: Edition No. 07 dated 01 Apr 2013)***NIL****INP 31(2), 2007***(Last correction: Edition No. 15 dated 01 Aug 2013)***NIL****INP 31(5), 2011***(Last correction: Edition No. 07 dated 01 Apr 2013)***PAGE 176, Chapter 10, DISTRESS, SEARCH AND RESCUE, SAUDI ARABIA, Contact tables.***Delete and replace by:*

	Telephone +966	Fax +966	Others
RCC JEDDAH SAMCC (Cospas-Sarsat SPOC)	12 6855812 12 6150170	12 6857390 12 6150171	AFTN OEJNYCYX & OEJUFUX

Red Sea

	Telephone +966	Fax +966	Others
JEDDAH (HZH)	12 6481357	12 6474675	email jeddahradio@stc.com.sa

*(Source: BA 31/13)***(17/13)****INP 31(6), 2012***(Last correction: Edition No. 15 dated 01 Aug 2013)***PAGE 163, SINGAPORE, SINGAPORE**

Delete diagram FLOW DIAGRAM OF VESSEL TRAFFIC INFORMATION SERVICE (VTIS) AND PORT OPERATIONS and replace with new diagram FLOW DIAGRAM OF VESSEL TRAFFIC INFORMATION SERVICE (VTIS) AND PORT OPERATIONS on page 8.3

VTIS Central (STRAITREP Sector 8)

VHF Channel: Ch 14

VTIS East (STRAITREP Sector 9)

VHF Channel: Ch 10

HOURS: H24**PRE-ARRIVAL NOTIFICATION (PAN) REPORT:**

See FLOW DIAGRAM OF VESSEL TRAFFIC INFORMATION SERVICE (VTIS) AND PORT OPERATIONS.

(1) Participation is mandatory for the following:

- (a) Passenger vessels, including high speed passenger craft
- (b) Cargo vessels, including high speed craft of 500 gt and over
- (c) Mobile offshore units, including mobile offshore drilling units

(2) The owner, agent or Master must submit the PAN Report at least 24h prior to the arrival of the vessel at Singapore. A vessel coming from a nearby port, with less than 24h streaming time to Singapore, shall immediately on departure from such port notify the Port Security Department.

(3) The report shall be sent to the Port Security Department by e-mail, fax or MARINET.

(Source: BA 32/13)**(17/13)****(Source: BA 32/13)****(17/13)****PAGE 167, SINGAPORE, SINGAPORE, Vessel Traffic Information Service, CONTACT DETAILS & NOTIFICATION OF ARRIVAL REPORT Sections.***Delete and replace by,***CONTACT DETAILS:****Port Security Department**

Fax: +65 62213036

E-mail: isps@mpa.gov.sg

Website: http://www.mpa.gov.sg/sites/circulars_and_notices/pdfs/port_marine_circulars/epan.html (ePAN Report)

VTIS West (STRAITREP Sector 7)

VHF Channel: Ch 73

PAGE 171, SINGAPORE, SINGAPORE, Port and Port Operations,
REPORTING POINTS, table, row 3

Delete:

Ferry Corridor	Padang Lt buoy	1°17.49N 103°58.98E
----------------	----------------	---------------------

and replace by:

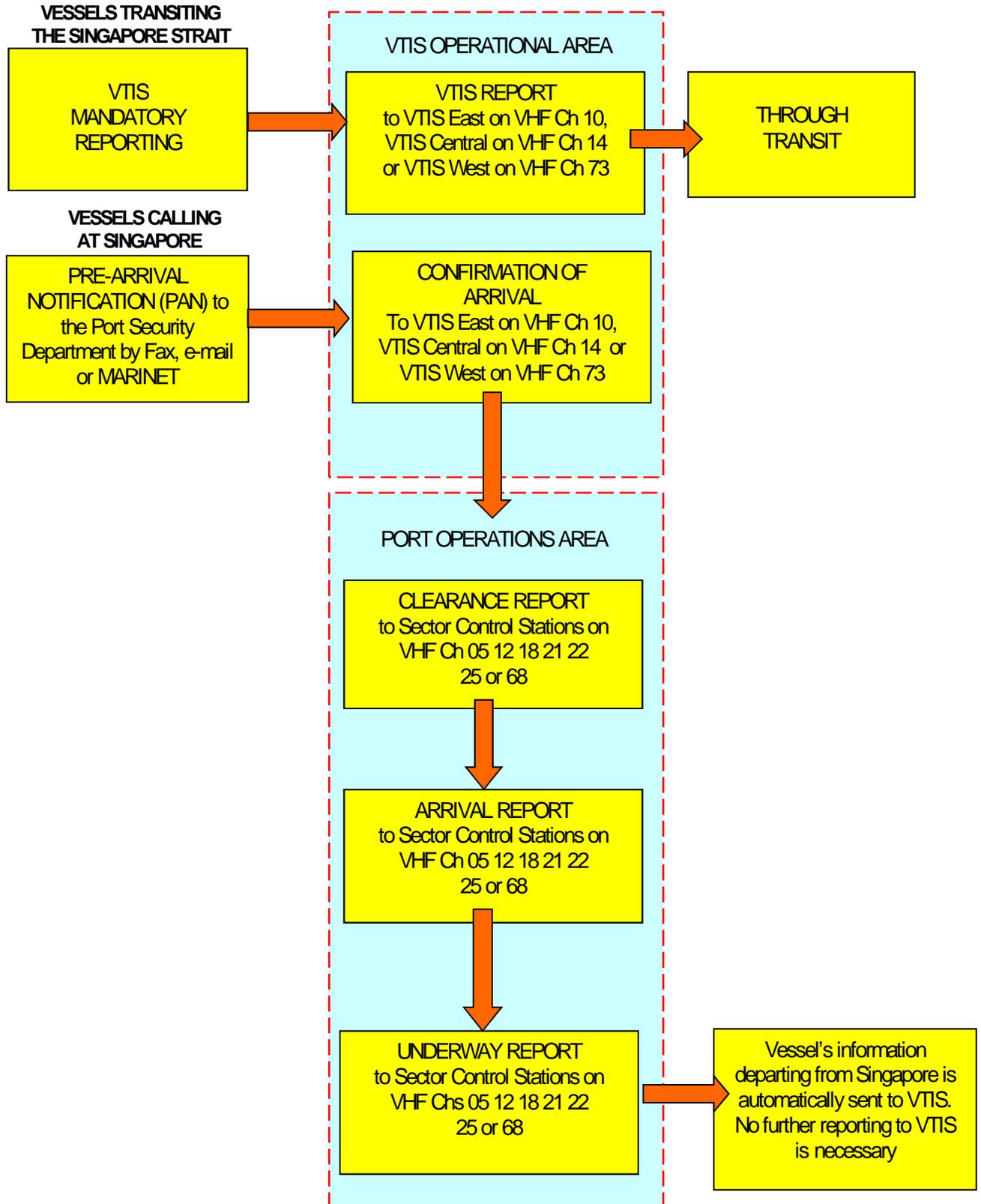
Ferry Corridor	Ferry Lt buoy	1°16.63N 103°58.71E
----------------	---------------	---------------------

(Source: BA 34/13)

(17/13)

FLOW DIAGRAM OF

VESSEL TRAFFIC INFORMATION SERVICE (VTIS) AND PORT OPERATIONS



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. Accurate position or knowledge of position error is of great importance. Latitude and Longitude should only be used to specify position details when they have been fixed by GPS or Astronomical Observations. A full description of the method, equipment, time and datum (WGS 84/ Everest/Other) used should be given. When position is defined by sextant angles or bearings (true or magnetic to be specified), more than two bearings should be used in order to provide a redundancy check. Distances observed by Radar should be corrected for index errors. Where position is derived after the event, from other observations and/or Dead Reckoning, the methodology of deriving the position should be included.

4. Paper Charts. A copy/tracing of largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.

5. ENCs. A Screen shot of largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected cell should be sent along with details of the ECDIS make and version in use at the time.

Depth Reporting

6. When soundings are obtained using echo sounders, the echo sounding trace should be duly annotated with date, times, position, depths, etc., and forwarded with the IH102. It is important to state whether the 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 made where necessary. The make, name and type of echo sounder should also be given.

7. For modern echo sounders that use electronic 'range gating', care should be taken that the correct range scale and appropriate gate width are in use. Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:

- (a) the trace being weaker than normal for the depth recorded;
- (b) the trace passing through the transmission line;
- (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from the charted depths. Efforts should be made to identify and negate false echoes if any. The Mariners Handbook (NP100) and Notice 15 Special Edition of Notice to Mariners may be consulted.

8. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be notified.

9. Reports of **shoal soundings**, uncharted dangers and aids to navigation out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers in such that any uncharted depth under 30 meters or 15 fathoms may be of sufficient importance to justify a radio message.

10. Changes to Port information should be forwarded on Form IH.102A together with form IH.102. Form 102 A contains the information required for Sailing Directions and should be used as an *aide memoir*. The Mariners Handbook, NP100, Chapter 8 gives general instructions. Where there is insufficient space on the forms an additional sheet should be used.

Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication from National Hydrographic Office to the sender of Hydrographic Notes will only be necessary to verify unusual features or abnormal values reported.

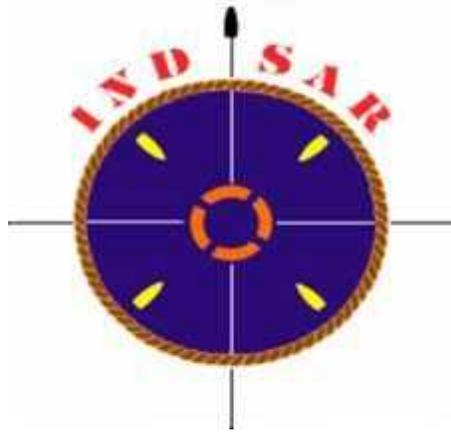


HYDROGRAPHIC NOTE		IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes Observed (Tick appropriate)	<input type="checkbox"/> Bathymetry	<input type="checkbox"/> Nav. Dangers	<input type="checkbox"/> Nav. Aids
	<input type="checkbox"/> Designated Areas	<input type="checkbox"/> Others	
Geographical Position (See Instructions Overleaf)	Latitude		Longitude
Position Method	<input type="checkbox"/> DGPS	<input type="checkbox"/> GPS	<input type="checkbox"/> Radar <input type="checkbox"/> Others
Datum Used	<input type="checkbox"/> WGS84	<input type="checkbox"/> Everest	<input type="checkbox"/> Others
Charts Affected		Edition	
Latest Edition of Indian Notices to Mariners Held			
Tracing/Plot/Photograph if enclosed			
ENCs Affected			
Latest Update Disk Held			
Publication Affected		Edition	
Page No./Light No. etc			
Details:			
Limitations if any in Reporting the Changes Above			
Details of Documents/Photos attached:			
Signature of the Master/Reporter/Observer			

HYDROGRAPHIC NOTE FOR PORT INFORMATION (To accompany Form IH.102)		IH.102A (Revised 2012)	
Date		Ref. No.	
Name of the Ship or Sender			
Address			
Tel/Fax/E-mail			
1. NAME OF PORT			
Location	Latitude		Longitude
2. GENERAL REMARKS			
Principal activities and trade			
Number of ships and tonnage handled per year			
Maximum size of draught of vessel handled			
Copy of Port handbook (if available)			
3. ANCHORAGES			
Type / Purpose			
Minimum depth at anchorage			
Shelter afforded			
Holding ground			
Recommended pilotage to the anchorage			
4. PILOTAGE			
Authority for request			
Embarkation position			
Regulations			
Documents to be provided			
Recommended pilotage to approach of Harbour and Berths			
Information on VTMS			
5. DIRECTIONS			
Entry and Berthing Information			
Tides (Height)			
Tidal Stream Information			
Wind Speed and Direction			
Navigational Aids (Beacons / Buoys / Lights / Etc.)			
6. POLLUTION CONTROL			
Local regulation in force (If Any)			
7. TUGS			
Number available / Tug type			
Maximum HP / Bollard pull			

7. TUGS (Continued)	
Requesting authority	
Availability timing / Communication	
Hiring charges	
8. BERTHING AND WHARVES	
Type & Number of berths available	
Length	
Depth alongside	
Facilities available	
Procedure for requesting berth & hiring charges	
9. CARGO HANDLING	
Containers	
Lighters & Ro-Ro etc.	
10. CRANES	
Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach	
Container handling facilities	
11. BRIDGES	
Vertical clearance	
12. REPAIRS	
Hull machinery and underwater	
Ship and Boat yards	
Docking or Slipway facilities (Size/ Dimensions of vessels handled)	
Hards and Ramps	
Divers / Diving assistance	
13. SERVICES	
Radio / FAX / Telephone / Internet etc.	
Medical	
Quarantine	
Consul	
Ship chandlery and Stevedores	
Compass adjustment	
Tank cleaning	
Hull painting	
Police / Ambulance / Firefighting (Fixed and Mobile facilities)	
Nav. Warning and Weather bulletin	
Garbage disposal / Waste oil disposal	
Helicopter landing facilities	

14. RESCUE & DISTRESS	
Salvage, Lifeboat, Life guards, etc	
15. SUPPLIES	
Fuel (Type, Quantities & Method of delivery)	
Fresh water (Method of delivery and Rate of supply)	
Provisions	
Chart agents	
16. COMMUNICATIONS	
Road, Rail and Air services available	
Nearest airport or airfield	
Port Radio and Information Service (Frequencies and Operating Hours)	
17. PORT AUTHORITY	
Designation, Address, Telephone, E-mail Address and Website	
18. SECURITY	
Security of ports / International Ship and Port Facility Security (ISPS) compliance	
Custom and Immigration Regulations in force	
19. SMALL CRAFT FACILITIES	
Information and facilities for small craft, yachts visiting the port	
Yacht clubs, berths etc	
20. SHORT LEAVE	
21. CLUBS RECREATION	
Information Kiosk (Location)	
Foreign Exchange firms / Banks (Within / Near Port Area)	
Places of interest near port	
22. VIEWS	
Photographs(Duly annotated) of the approaches, leading marks, the entrance to the harbour etc.	
23. ADDITIONAL DETAILS	
Any other information considered to be useful for the mariners	
SIGNATURE OF THE OBSERVER / REPORTER / MASTER	



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

INMARSAT C (IOR) 441907210 CODE: 43 (TOLL FREE)

AFTN: VABBYXYC