



INDIAN NOTICES TO MARINERS



EDITION NO. 02 DATED 16 JAN 2014

(CONTAINS NOTICES 038 TO 040)

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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:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2010	30-06-2013	KARWAR NAVAL HARBOUR <u>Limits</u> 14° 42'.70N; 74° 05'.00E. 14° 47'.00N; 74° 11'.90E.	12,500	3	Rs. 1870.00
2038	31-10-2013	RAJAPUR BAY AND VIJAYDURG HARBOUR <u>Limits</u> 16° 30'.00N; 73° 08'.80E. 16° 38'.60N; 73° 23'.10E.	25,000	3	Rs. 1870.00

2. The new edition Indian Chart that is available for mariners in the market are as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
210	15-10-2013	UMARGAM TO SATPATI <u>Limits</u> 19° 35'.00N; 71° 28'.60E. 20° 25'.50N; 72° 51'.50E.	1,50000	2	Rs. 1870.00

3. The Indian Charts permanently withdrawn is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
2010	15-05-2005	KARWAR NAVAL HARBOUR	2010	30-06-2013
2038	15-02-2011	RAJAPUR BAY AND VIJAYDURG HARBOUR	2038	31-10-2013
210	29-02-2004	UMARGAM TO SATPATI	210	15-10-2013

4. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2002 (INT 7351)	PORTS OF NEW MANGALORE AND MANGALORE	20,000	New Chart
2046	VENGURLA ANCHORAGE: REDI ANCHORAGE	25,000	New Chart
2513	COETIVY ISLAND	37,500	New Chart
2506	GRAND BAY AND GRAND RIVIERE NOIRE BAY	25,000	New Chart
2111	VIZHINJAM PORT	7,500	New Chart
3034	APPROACHES TO KRISHNAPATNAM	50,000	New Chart
	KRISHNAPATNAM PORT	15,000	
2079 (INT7329)	APPROACHES TO MUNDRA PORT	37,500	New Chart
2031 (INT7326)	OKHA HARBOUR	37,500	New Chart
2507	GRAND PORT	12,500	New Chart
2099	MALE ATOLL	25,000	New Chart
2112	HAKDI CREEK (SANGHI JETTY)	5,000	New Chart

VI

5. The new Indian Publication that is available for mariners in the market is as follows:-

<i>Title of Publication</i>	<i>Edition</i>
Nautical Almanac	2014

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 038 to 040 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
22 (INT 752)	3	040
203 (INT 7319)	2	038
268 (INT 7353)	4	040
273	4	040
2008	3	039
2023	4	040
2033	2	038
2080	2	038
2083 (INT 7339)	2	038



SECTION – II
PERMANENT NOTICES

***038/(02/14) INDIA – WEST COAST – GULF OF KACHCHH – Approaches to Sikka – Pilot Boarding Place.**

Source: IH 102 – Reliance Sikka Port

Chart 203 (INT 7319) [previous update 032/14]

Insert



22° 32′.16N., 69° 46′.26E.

22° 37′.96N., 69° 52′.11E.

22° 36′.46N., 69° 53′.01E.

Chart 2033 [previous update NE 29 Feb 04]

Insert



22° 32′.16N., 69° 46′.26E.

Chart 2080 [previous update NE 31 Aug 11]

Insert



22° 32′.20N., 69° 46′.25E.

22° 38′.00N., 69° 52′.10E.

22° 36′.50N., 69° 53′.00E.

Chart 2083 (INT 7339) [previous update 059/13]

Insert



22° 32′.20N., 69° 46′.25E.

22° 38′.00N., 69° 52′.10E.

22° 36′.50N., 69° 53′.00E.

***039/(02/14) INDIA – WEST COAST – Karwar Harbour and Approaches – Radar Tower.**

Source: NHO

Chart 2008 [previous update 034/13]

Insert



Radar Tr

14° 45′.36N., 74° 10′.57E.

***040/(02/14) INDIA – LAKSHADWEEP – Kavaratti Island – Depth.**

Source: IH 102 – INS Sutlej

Chart 22 (INT 752) [previous update 164/13]

Delete



159 Rep (1975)

10° 36′.80N., 72° 34′.40E.

Chart 268 (INT 7353) [previous update 184/13]

Delete



159 Rep (1975)

10° 36′.80N., 72° 34′.40E.

Chart 273 [previous update 185/13]

Delete



159 Rep (1975)

10° 36′.80N., 72° 34′.40E.

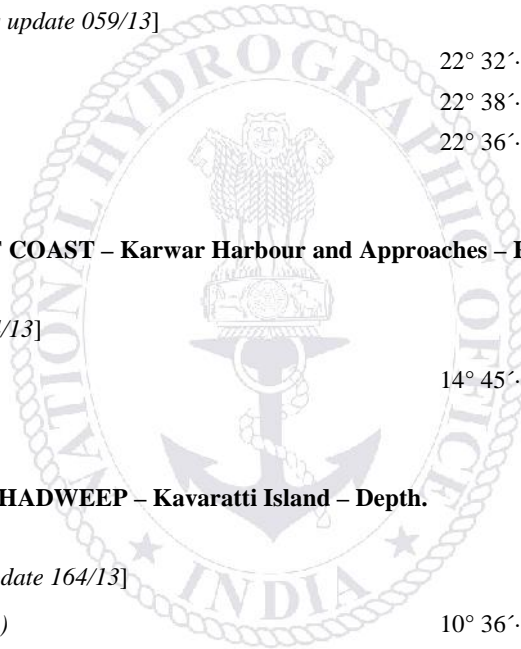
Chart 2023 [previous update 136/13]

Delete



159 Rep (1975)

10° 36′.82N., 72° 34′.43E.



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 icgmrcc_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

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.

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.

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	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 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: cmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publicatons 2/524 Sundeep Road, Chinna Neelengarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com
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, 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 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	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
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	M/s L. R. MARINE SERVICES 301, 3rd Floor, Birya House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535 Fax: +91-22-6635 9148 Cell No: +91 8108926880/+91 98214 60258 Email: lrcharts@gmail.com , lrmarine@live.com

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 15 Dec 14:

2013 SERIES – 008 012 035 160 197 228 303 320 335 343 370 374 428 430 451 473 493 506
510 540 547 610 623 626 662 665 669 672 680 694 703 711 712 714 715 720 722 727 728 731
2014 SERIES – 005 011 012 015 018 019 020 021 022 023 024 025 026 027

3. NAVAREA VIII Warnings issued during the period from 01 Jan to 15 Jan 14 (both dates inclusive) are as tabulated below: –

001. Best Wishes for safe and prosperous voyage during 2014												
2. Cancel this MSG 020001 UTC Jan 14.												
002. Cancel NAVAREA VIII 724/13 and this MSG												
003. Bay of Bengal – Southern Portion. Charts 33 INT 71 INT 73 INT 706. Unmanned unlit raft (approx 20 X 15 metres) reported adrift Southwesterly AT 1.5 knots in vicinity 12-10.69N 088-53.07E at 011035 UTC Jan 14												
2. Caution advised												
3. Cancel this MSG 050300 UTC Jan 14.												
004. Bay of Bengal – Southern Portion. Charts 32 33 391 INT 71 INT 706. Blue and yellow coloured hull fibre fishing boat (length-approx 10 metres) reported capsized in vicinity 12-52.69N 082-57.5E												
2. caution advised												
3. Cancel this MSG 050430 UTC Jan 14.												
005. Cancel NAVAREA VIII 713/13. Section VII of INM edition 01/14 refers. Andaman Sea – Off Andaman islands. Charts 41 403 404 473 4001 4003 4008 4014 4040 INT 71 INT 706. Following lights unlit:-												
<table border="0"> <thead> <tr> <th style="text-align: left;"><u>Point</u></th> <th style="text-align: left;"><u>Name</u></th> <th style="text-align: left;"><u>Lat</u></th> <th style="text-align: left;"><u>Long</u></th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>Brush Island</td> <td>13-17.58N</td> <td>093-03.13E</td> </tr> <tr> <td>(b)</td> <td>Egg Island</td> <td>12-55.94N</td> <td>092-53.56E</td> </tr> </tbody> </table>	<u>Point</u>	<u>Name</u>	<u>Lat</u>	<u>Long</u>	(a)	Brush Island	13-17.58N	093-03.13E	(b)	Egg Island	12-55.94N	092-53.56E
<u>Point</u>	<u>Name</u>	<u>Lat</u>	<u>Long</u>									
(a)	Brush Island	13-17.58N	093-03.13E									
(b)	Egg Island	12-55.94N	092-53.56E									
2. Caution advised.												
006. India West Coast- Arabian Sea. Charts 22 272 292 INT 71 INT 706. Firing by Naval Ships from 0130 UTC to 0730 UTC on 06 Jan 14. Danger area bounded by												
Primary area												
(a) 16-31N 069-56E (b) 15-51N 069-30E												
(c) 16-27N 069-10E (d) 16-06N 069-35E												
Secondary area												
(a) 13-30N 071-22E (b) 13-52N 070-54E												
(c) 13-21N 070-37E (d) 12-58N 071-04E												
Alternate area												
(a) 15-05N 071-20E (b) 15-05N 071-55E												
(c) 14-35N 071-55E (d) 14-35N 071-20E												
2. Safe flying height 8000 metres												
3. Cancel this MSG 060830 UTC Jan 14.												
007. India West Coast- Off Mumbai. Charts 21 22 211 255 292 INT 71 INT 705. Brown coloured upturned barge (length-40 metres) reported adrift towards south east direction with speed 01 Knot in vicinity 18-45.93N 072-50.70E												
2. Caution advised												
3. Cancel this MSG 051230 UTC Jan 14.												
008. Indian Ocean – Southern Part. Charts INT 70 INT 71 INT 72. Red coloured semi-submerged metal object (approx 2 metres height and 10 metres length) reported in vicinity 22-08.5S 059-54.5E at 020945 UTC Jan 14												
2. Caution advised												
3. Cancel this MSG 051330 UTC Jan 14.												

<p>009. NAVAREA VIII-Messages in force as on 031001 UTC Jan 14 2013 Series - 008 012 035 160 197 203 228 303 320 335 343 370 374 428 430 451 473 493 506 510 540 547 610 623 626 662 665 669 672 680 694 703 711 712 714 715 720 722 725 727 728 729 730 731 2014 Series - 003 004 005 006 007 008</p> <p>(a) NAVAREA VIII warnings less than 42 days old (662/13 onward) are promulgated via SafetyNet (b) Text of NAVAREA VIII Warnings in force 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 101001 UTC Jan 14.</p>																																																																																				
<p>010. Cancel NAVAREA VIII 730/13 and this MSG.</p>																																																																																				
<p>011. Andaman Sea – Rangat. Charts 33 41 473 4001 INT 71 INT 706. Rangat electricity complex breakwater head light (12-29.09N 092-57.36E) unlit</p>																																																																																				
<p>012. India East Coast – Off Pulicat. Charts 32 33 356 357 INT 71 INT 706. Two fishermen reported overboard from Indian fishing boat Iraivan (Regd. No. IND-TN-01-MO-184) in vicinity 13-25.5N 080-19.0E</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																																																																																				
<p>013. Cancel NAVAREA VIII 725/13 and this MSG.</p>																																																																																				
<p>014. India West Coast- Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list correct at 071002 UTC Jan 14</p> <table border="0" data-bbox="324 787 1088 1564"> <tr><td>ABAN III</td><td>19-00.48N</td><td>072-09.07E</td></tr> <tr><td>ABAN IV</td><td>19-06.83N</td><td>070-56.43E</td></tr> <tr><td>BADRINATH</td><td>21-36.81N</td><td>068-35.17E</td></tr> <tr><td>CE THORNTON</td><td>19-32.35N</td><td>071-20.92E</td></tr> <tr><td>DEEP SEA FORTUNE</td><td>19-31.74N</td><td>071-22.34E</td></tr> <tr><td>DEEP SEA FOSSIL</td><td>19-18.20N</td><td>071-30.65E</td></tr> <tr><td>DISCOVERY-1</td><td>18-38.20N</td><td>071-00.93E</td></tr> <tr><td>DYNAMIC VISION</td><td>18-39.23N</td><td>070-58.87E</td></tr> <tr><td>ENERGY DRILLER</td><td>18-11.38N</td><td>071-48.12E</td></tr> <tr><td>ENSCO 54</td><td>19-16.46N</td><td>071-59.83E</td></tr> <tr><td>FG MC CLINTOK</td><td>19-15.26N</td><td>071-21.90E</td></tr> <tr><td>GREAT DRILLER CHAAYA</td><td>19-14.45N</td><td>070-58.88E</td></tr> <tr><td>GREATDRILL CHITRA</td><td>19-34.15N</td><td>071-07.97E</td></tr> <tr><td>KEDARNATH</td><td>21-03.42N</td><td>072-24.68E</td></tr> <tr><td>NOBLE ED HOLT</td><td>18-55.59N</td><td>072-02.48E</td></tr> <tr><td>NOBLE KENNETH DELANEY</td><td>18-47.21N</td><td>072-19.52E</td></tr> <tr><td>RON TAPMEYER</td><td>18-30.06N</td><td>072-15.97E</td></tr> <tr><td>SAGAR GAURAV</td><td>20-19.56N</td><td>071-18.67E</td></tr> <tr><td>SAGAR JYOTI</td><td>22-40.95N</td><td>068-30.27E</td></tr> <tr><td>SAGAR KIRAN</td><td>19-21.67N</td><td>071-11.78E</td></tr> <tr><td>SAGAR LAXMI</td><td>20-58.00N</td><td>071-33.00E</td></tr> <tr><td>SAGAR PRAGATI</td><td>20-55.76N</td><td>071-31.60E</td></tr> <tr><td>SAGAR UDAY</td><td>18-36.16N</td><td>071-01.64E</td></tr> <tr><td>SUNDOWNER V</td><td>19-32.20N</td><td>071-17.80E</td></tr> <tr><td>SUNDOWNER VI</td><td>19-34.72N</td><td>071-20.65E</td></tr> <tr><td>SUNDOWNER VII</td><td>18-36.36N</td><td>072-15.80E</td></tr> <tr><td>TRIDENT II</td><td>19-10.61N</td><td>070-57.70E</td></tr> <tr><td>VIRTUE I</td><td>18-47.47N</td><td>071-59.98E</td></tr> </table> <p>Wide berth requested</p> <p>2. Cancel NAVAREA VIII 729/13.</p>	ABAN III	19-00.48N	072-09.07E	ABAN IV	19-06.83N	070-56.43E	BADRINATH	21-36.81N	068-35.17E	CE THORNTON	19-32.35N	071-20.92E	DEEP SEA FORTUNE	19-31.74N	071-22.34E	DEEP SEA FOSSIL	19-18.20N	071-30.65E	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	19-15.26N	071-21.90E	GREAT DRILLER CHAAYA	19-14.45N	070-58.88E	GREATDRILL CHITRA	19-34.15N	071-07.97E	KEDARNATH	21-03.42N	072-24.68E	NOBLE ED HOLT	18-55.59N	072-02.48E	NOBLE KENNETH DELANEY	18-47.21N	072-19.52E	RON TAPMEYER	18-30.06N	072-15.97E	SAGAR GAURAV	20-19.56N	071-18.67E	SAGAR JYOTI	22-40.95N	068-30.27E	SAGAR KIRAN	19-21.67N	071-11.78E	SAGAR LAXMI	20-58.00N	071-33.00E	SAGAR PRAGATI	20-55.76N	071-31.60E	SAGAR UDAY	18-36.16N	071-01.64E	SUNDOWNER V	19-32.20N	071-17.80E	SUNDOWNER VI	19-34.72N	071-20.65E	SUNDOWNER VII	18-36.36N	072-15.80E	TRIDENT II	19-10.61N	070-57.70E	VIRTUE I	18-47.47N	071-59.98E
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VIRTUE I	18-47.47N	071-59.98E																																																																																		
<p>015. India West Coast – Arabian Sea. Charts 21 202 251 252 271 291 292 INT 705. Survey vessel Polar duke IS carrying out 3D seismic survey till 06 Apr 14 in area bounded by</p> <table border="0" data-bbox="349 1669 1177 1879"> <tr><td>(a) 22-44.98N</td><td>068-40.31E</td><td>(b) 22-54.08N</td><td>068-40.31E</td></tr> <tr><td>(c) 22-54.08N</td><td>067-57.58E</td><td>(d) 22-44.98N</td><td>067-57.58E</td></tr> <tr><td>(e) 22-44.98N</td><td>067-54.46E</td><td>(f) 22-41.05N</td><td>067-42.65E</td></tr> <tr><td>(g) 22-29.70N</td><td>067-37.78E</td><td>(h) 22-24.86N</td><td>067-38.31E</td></tr> <tr><td>(j) 22-20.75N</td><td>067-42.28E</td><td>(k) 22-15.15N</td><td>067-55.16E</td></tr> <tr><td>(l) 22-15.15N</td><td>068-32.96E</td><td>(m) 22-26.98N</td><td>068-32.98E</td></tr> <tr><td>(n) 22-27.00N</td><td>068-21.75E</td><td>(p) 22-45.00N</td><td>068-24.30E</td></tr> </table> <p>2. The vessel will be towing 8-12 streamer cables of length 6500-8500 metres 3. Wide berth of 6.5 NM around the vessel requested 4. Cancel this MSG 070001 UTC Apr 14.</p>	(a) 22-44.98N	068-40.31E	(b) 22-54.08N	068-40.31E	(c) 22-54.08N	067-57.58E	(d) 22-44.98N	067-57.58E	(e) 22-44.98N	067-54.46E	(f) 22-41.05N	067-42.65E	(g) 22-29.70N	067-37.78E	(h) 22-24.86N	067-38.31E	(j) 22-20.75N	067-42.28E	(k) 22-15.15N	067-55.16E	(l) 22-15.15N	068-32.96E	(m) 22-26.98N	068-32.98E	(n) 22-27.00N	068-21.75E	(p) 22-45.00N	068-24.30E																																																								
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(j) 22-20.75N	067-42.28E	(k) 22-15.15N	067-55.16E																																																																																	
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(n) 22-27.00N	068-21.75E	(p) 22-45.00N	068-24.30E																																																																																	

016. Indian Ocean – Off Trincomalee. Charts 32 33 359 INT 71 INT 706. Yellow coloured Sri Lankan fishing Vessel Gyan putha (REGD NO. IMUL-A-0124-TC0, length-12.34 metres) reported capsized in vicinity 08-54N 081-55E on 05 Jan 14. All crew rescued
2. Caution advised
3. Cancel this MSG 101004 UTC Jan 14.
017. Cancel NAVAREA VIII 203/13 and this MSG. INM 203 (23/13) Refers.
018. India East Coast- Bay of Bengal. Charts 31 32 33 308 354 INT 71 INT 706. Experimental flight trial scheduled from ITR launch complex between 0430 UTC to 0830 UTC from 20 Jan to 21 Jan 14 and between 0230 UTC to 0630 UTC on 22 Jan 14. Danger zone bounded by
(a) 20-48.35N 087-02.57E (B) 18-12.35N 086-07.10E
(c) 10-53.24S 087-05.28E (D) 10-46.70S 089-44.36E
(e) 10-27.15S 092-22.23E (F) 18-24.15N 088-30.44E
(g) 20-48.75N 087-07.40E
2. Caution advised
3. Cancel this MSG 220730 UTC Jan 14.
019. India West Coast - Trivandrum. Charts 22 32 222 260 INT 706. RH 200 Rocket launch from Thumba equatorial rocket launching station 08-31.98N 076-52.05E between 0530 UTC to 0730 UTC on 22 Jan 14
2. Danger zones
(a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree
(B) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree
3. Cancel this MSG 220830 UTC Jan 14.
020 NAVAREA VIII-Messages in force as on 101001 UTC Jan 14
2013 Series - 008 012 035 160 197 228 303 320 335 343 370 374 428 430 451 473 493 506 510 540 547 610 623 626 662 665 669 672 680 694 703 711 712 714 715 720 722 727 728 731
2014 Series - 005 011 012 014 015 018 019
(a) NAVAREA VIII Warnings less than 42 days old (662/13 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
2. Cancel this MSG 1701001 UTC Jan 14.
021 India West Coast - Off Kochi. Charts 22 220 259 260 INT 706. Hydrographic survey will be carried out from 13 Jan to 17 Jan 14 in area bounded by
(a) 09-50N 075-20E (B) 09-50N 075-50E
(c) 10-10N 075-50E (D) 10-10N 075-20E
2. Wide berth requested
3. Cancel this MSG 181001 UTC Jan 14.
022. India West Coast- Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. correct at 110600 UTC Jan 14
ABAN III 19-00.48N 072-09.07E
ABAN IV 19-06.83N 070-56.43E
ABAN ICE 18-39.65N 070-57.04E
BADRINATH 21-36.81N 068-35.17E
CE THRONTON 19-32.35N 071-20.92E
DEEP SEA FORTUNE 19-31.74N 071-22.34E
DEEP SEA FOSSIL 19-18.20N 071-30.65E
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 18-36.21N 072-13.99E
GREAT DRILLER CHAAYA 19-14.45N 070-58.88E
GREATDRILL CHITRA 19-34.15N 071-07.97E
KEDARNATH 21-03.42N 072-24.68E
NOBLE ED HOLT 18-55.59N 072-02.48E
NOBLE KENNETH DELANEY 18-47.21N 072-19.52E
RON TAPMEYER 18-30.06N 072-15.97E
SAGAR GAURAV 20-19.56N 071-18.67E
SAGAR JYOTI 22-40.95N 068-30.27E
SAGAR KIRAN 19-21.67N 071-11.78E

022.	India West Coast- Arabian Sea. Continued.			
	SAGAR LAXMI	20-58.00N		071-33.00E
	SAGAR PRAGATI	20-55.76N		071-31.60E
	SAGAR UDAY	18-36.16N		071-01.64E
	SUNDOWNER V	19-32.20N		071-17.80E
	SUNDOWNER VI	19-34.72N		071-20.65E
	SUNDOWNER VII	18-36.36N		072-15.80E
	TRIDENT II	19-10.61N		070-57.70E
	VIRTUE 1	18-47.47N		071-59.98E
	Wide berth Requested			
2.	Cancel NAVAREA VIII 014/14.			
023.	India West Coast – Chaul Kadu. Charts 21 22 211 255 292 INT 705. Chaul Kadu lighthouse (18-35.8N 072-50.9E) unlit since 08 Jan 14.			
024.	India East Coast – Bay of Bengal. Charts 32 33 357 358 INT 706. One unmanned fibre boat reported capsized in vicinity 10-22N 080-08E at 111130 UTC Jan 14			
2.	Cancel this MSG 161001 UTC Jan 14.			
025.	India West Coast - Off Daman. Charts 21 210 254 292 INT 71 INT 706. Firing practice by Coast Guard Aircraft from 0530 UTC to 1030 UTC on 15 Jan 14 in area bounded by			
	(a)	20-18.50N	072-02.50E	(b) 20-18.50N 072-15.00E
	(c)	20-09.50N	072-12.00E	(d) 20-09.50N 072-00.00E
2.	Safe flying height 1600 metres			
3.	Cancel this MSG 151130 UTC Jan 14.			
026.	India East Coast - Gopalpur. Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 UTC to 1800 UTC from 19 Jan to 25 Jan and 27 Jan to 31 Jan 14 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 6100 metres			
3.	Cancel this MSG 311900 UTC Jan 14.			
027.	India East Coast – Off Chennai. Charts 31 32 33 356 391 INT 706. Firing practice by Coast guard aircraft from 0230 UTC to 1130 UTC from 22 Jan to 30 Jan 14. Danger area bounded by			
	(a)	13-30N	082-00E	(b) 14-30N 082-00E
	(c)	14-30N	082-40E	(d) 13-30N 082-40E
2.	Safe flying height 2000 metres			
3.	Cancel this MSG 301230 UTC Jan 14.			

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 – 9 (Page 315)

(Source: INS Sandhyak, ROS N – 105)

Article 9.27, Para 1

Delete line 5-11 including photograph and replace by

“light is exhibited on a red and white metal trestle tower, 24m in height, on the N entrance point of East Bay at **Kapanga Point.**”



(Photo Courtesy: INS Sandhyak)

Katchall East Bay light

Article 9.28, Para 1,

Line 7-8, delete “A Jetty……. Same point.” and replace by,

“A jetty constructed post Tsunami exists 1^{1/2} miles SW of the light house. A single mooring buoy suitable for small crafts also exists 5 cables SW of the light house.”

Article 9.28, Para 4,

Line 5-7, delete “good landing …….. monsoon.” and replace by,

“the bay should not be entered without local knowledge. A light is exhibited on a black and white metal trestle tower, 17m in height, on the N end of West Bay and is conspicuous on the western side.

Article 9.28,

Insert new para after para 5

6 Jansing bay a small bight on the NW side exists 3 nm NW of the West bay. Good anchorage may be obtained 1^{3/4} miles NW of the bay in 25 m of water.

7 North bay lying on the north tip of Katchall island is fringed by rocky cliffs on either side.”

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7683	Shah Allum Shoal	26 25.44 N 52 29.94 E	Fl(2)W 6s	30	18	Black 8 on black beacon, red band	TE 2013 *
F9512	SERENDAH OILFIELD - SN-PA	03 21.04 N 112 40.90 E	Lit	..	10	Platform	Oil installations, some marked by lights, exist in this field *
F9516.355	SOUTH ACIS OILFIELD - SA-PA	03 37.66 N 112 40.66 E	Lit	..	10	Platform	Oil installations, some marked by lights, exist in this field *
F9516.37	WEST PATRICIA OILFIELD - PT-SA	03 35.16 N 112 56.77 E	Lit	..	10	Platform	Oil installations, some marked by lights, exist in this field *
K1002	Pulau Penyusu(ID)	01 31.78 S 105 41.43 E	Fl W 7.5s	56	18	White metal tower 40	W 090°-262°(172°) *
K1073.21	-(ID)	06 06.37 S 106 51.82 E	Fl R 4s	6	5.1	Red on red beacon	fl 1 *
K1076.7	- Pertamina Oil Jetty. Approach (ID)	06 05.63 S 106 54.30 E	Fl W 4s	10	12	White beacon	fl 0.5. W 270°-090° (180°). Destroyed (T) 2013 *
K1159.85	-- Jetty. N end (ID)	07 10.51 S 112 40.57 E	Fl Y 3s	4	6	Yellow x on yellow post	*
K1159.88	--- S end (ID)	07 10.62 S 112 40.67 E	Fl Y 3s	4	6	Yellow x on yellow post	*
K1159.95	-- (ID)	07 10.53 S 112 40.49 E	Fl W 4s	30	12		*

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. 01 dated 01 Jan 2014)

NIL

INP 31(5), 2011

(Last correction: Edition No. 22 dated 16 Nov 2013)

PAGE 121, Chapter 09, MARITIME SAFETY INFORMATION (MSI) UNDER GMDSS, MAVAREA VII (South Africa),
Delete entry and replace by:

NAVAREA VII (South Africa)

The Hydrographer, S.A. Navy

Hydrographic Office

Private Bag X1, Tokai

7966 Cape Town

South Africa

Tel: +27 21 787 2408 (Office Hours 0730 – 1630 Mon – Fri)

Fax: +27 21 787 2228 (H24 for Urgent navigational information)

Telex: 95 527946 NAVY SA (H24 for Urgent navigational information)

Email: hydrosan@iafrica.com (Office Hours 0730 – 1630 Mon – Fri)

ncom.cape@sanavy.co.za (H24 for Urgent navigational information)

Web site: <http://www.sanho.co.za>

(Source: BA 03/14)

(02/14)

PAGE 122, Chapter 09, MARITIME SAFETY INFORMATION (MSI) UNDER GMDSS, MAVAREA XIII (Russia),
Delete entry and replace by:

NAVAREA XIII (Russia)

Notice to Mariners Division

Department of Navigation and Oceanography

Ministry of Defence,

2, Atamanskaya st.

St. Petersburg 191167,

Russian Federation

Tel: +7 812 7175900

Fax: +7 812 7175900

E-mail: unio_navarea@mil.ru

Website: <http://structure.mil.ru/structure/forces/hydrographic/info/notices.htm>

(Source: BA 03/14)

(02/14)

INP 31(6), 2012*(Last correction: Edition No. 01 dated 01 Jan 2014)***PAGE 54, INDIA, MUMBAI (BOMBAY), Pilots and Port,
CONTACT DETAILS, Port Authority:***Delete and replace by;***Port Authority**

Telephone: +91 (0) 22 6656 5656
 +91 (0) 22 6656 4021
 Fax: +91 (0) 22 2261 2401
 Telex: 81 11 81047 MBPT IN
 E-mail: mbpt@vsnl.com
 Website: www.mumbaiport.gov.in

Harbour Master

Telephone: +91 (0) 22 6656 4022

*(Source: Mumbai Port Trust)**(02/14)***PAGE 63, INDIA, RELIANCE JAMNAGAR MARINE
TERMINAL, Pilots and Terminal, CONTACT DETAILS
Section:***Delete and replace by;***CONTACT DETAILS:****Port Authority**

Call: reliance port control
 VHF Channel: Ch 16; **71**
 Telephone: +91(0)288 301 2600
 + 91(0)288 301 2605
 +91(0)288 301 2635
 Fax: +91(0)288 301 2699
 E-mail: port_operation.centre@ril.com

Tugs

Call: reliance port control
 VHF Channel: Ch 71

Hours: H24**PROCEDURE Section, Sub section (7):***Delete and replace by;***(7) Pilot boards** in the following positions:

- (a) Tanker Berths: 22° 32'.50N 69° 45'.80E
- (b) SPMs: 22° 36'.00N 69° 47'.00E
- (c) Jetty and SPMs (during ebb): 22° 32'.20N 69° 46'.25E
- (c) Crude Vessels (during flood): 22° 38'.00N 69° 52'.10E
- (c) Product Vessels (during flood): 22° 36'.50N 69° 53'.00E

*(Source: Reliance Jamnagar Marine Terminal)**(02/14)***PAGE 63, INDIA, RELIANCE SPM OFFSHORE TERMINAL,
Magdalla, Pilots and Terminal, CONTACT DETAILS
Section:***Delete and replace by;***CONTACT DETAILS:****Reliance Base, Hazira**

VHF Channel: Ch 67
 Telephone: + 91(0) 261 413 5484
 E-mail: shippingradioroom.hz@ril.com
 shippingradioroom@ril.com

*(Source: Reliance Offshore Terminal, Magdalla)**(02/14)*

SECTION – X **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.

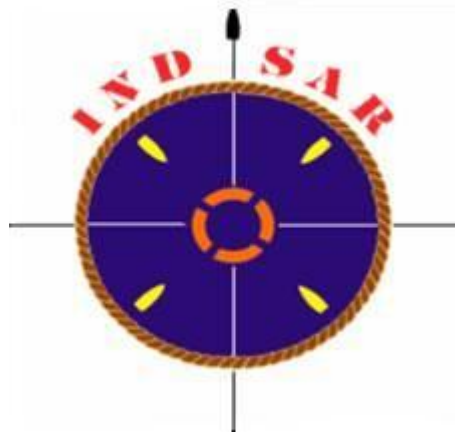


HYDROGRAPHIC NOTE		IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes Observed (Tick 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