



INDIAN NOTICES TO MARINERS



EDITION NO. 06 DATED 16 MAR 2014

(CONTAINS NOTICES 066 TO 071)

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**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

All mariners are cautioned against the use of counterfeit copies of IN Charts and publications.

Counterfeit products are not issued by official agencies and may have errors resulting in potential risks. The same are not approved by inspecting agencies and do not satisfy the carriage requirements of SOLAS chapter V.

Mariners are strongly advised not to use or encourage the use of counterfeit chart and publications.

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 Charts 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>
2032	28-02-2014	NINDAKARA AND KOLLAM ANCHORAGE <u>Limits</u> 08° 49'.00N; 76° 23'.00E. 08° 59'.30N; 76° 39'.10E.	30,000	3	Rs. 1870.00
2099	31-12-2013	MALE ATOLL <u>Limits</u> 04° 08'.70N; 73° 21'.70E. 04° 17'.50N; 73° 35'.00E.	25,000	4	Rs. 1870.00
2110	28-02-2014	DAHEJ HARBOUR <u>Limits</u> 21° 35'.70N; 72° 29'.80E. 21° 42'.30N; 72° 34'.40E.	12,500	2	Rs. 1870.00
2513	15-11-2013	COETIVY ISLAND <u>Limits</u> 07° 21'.00S; 56° 05'.75E. 07° 01'.00S; 56° 19'.00E.	37,500	1	Rs. 1870.00
3008	15-01-2014	VADAREVU ANCHORAGE <u>Limits</u> 15° 41'.00N; 80° 21'.00E. 15° 49'.50N; 80° 27'.80E.	25,000	5	Rs. 1870.00
		NIZAMPATNAM ANCHORAGE <u>Limits</u> 15° 45'.00N; 80° 35'.00E. 15° 54'.35N; 80° 42'.60E.	27,500		
3030	28-02-2014	BHIMUNIPATNAM ANCHORAGE <u>Limits</u> 17° 50'.00N; 83° 24'.80E. 17° 53'.50N; 83° 29'.40E.	12,500	5	Rs. 1870.00
		APPROACHES TO BHIMUNIPATNAM <u>Limits</u> 17° 48'.00N; 83° 24'.40E. 17° 54'.80N; 83° 33'.60E.	25,000		

2. The Indian Chart 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>
2032	31-03-2004	NINDAKARA AND KOLLAM ANCHORAGE	2032	28-02-2014
2099	31-10-2007	MALE ATOLL	2099	31-12-2013
2085	31-05-2007	COETIVY ISLAND	2513	15-11-2013

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3008	31-10-2007	VADAREVU ANCHORAGE <u>Limits</u> 15° 41'.00N; 80° 21'.00E. 15° 49'.50N; 80° 27'.80E.	3008	15-01-2014
		NIZAMPATNAM ANCHORAGE <u>Limits</u> 15° 45'.00N; 80° 35'.00E. 15° 54'.35N; 80° 42'.60E.		
3030	30-09-2008	BHIMUNIPATNAM ANCHORAGE <u>Limits</u> 17° 50'.00N; 83° 24'.80E. 17° 53'.50N; 83° 29'.40E.	3030	28-02-2014
		APPROACHES TO BHIMUNIPATNAM <u>Limits</u> 17° 48'.00N; 83° 24'.40E. 17° 54'.80N; 83° 33'.60E.		

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2503	APPROACHES TO CARGADOS CARAJOS SHOALS	75,000	New Chart
2045 (INT7360)	PORT OF KOCHI	7,500	New Chart
2079 (INT7329)	APPROACHES TO MUNDRA PORT	37,500	New Chart
2082	APPROACHES TO DAHEJ	25,000	New Chart

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

<i>Title of Publication</i>	<i>Edition</i>
Indian List of Radio Signals – Volume 1	2014

VII

Availability of ENC's.

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

<p>United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk</p>	<p>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</p>
<p>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</p>	



SECTION – I

The list of charts affected by the Notices 066 to 071 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
200	2	071
246	1	070
250	2	071
290	1	070
2047	4	069
2049	2	071
2082	2	066, 067
2088	1	070
2089	1	070
3012(INT 7411)	5	068



SECTION – II
PERMANENT NOTICES

***066/(06/14) Miscellaneous updates to charts.**

Source: NHO Dehradun.		
Chart	Previous Updates	Details
2082	212/11	Insert Chart No. 2110 and Magenta limit as follows: North: 21° 42'·30N., East: 72° 34'·40E. South: 21° 35'·70N., West: 72° 29'·80E.
		Delete Chart No. 2082(Plan) Dahej Harbour. Delete Magenta limit in Chart No. 2082 (Approaches to Dahej) as follows: North: 21° 42'·80N., East: 72° 34'·35E. South: 21° 38'·40N., West: 72° 29'·80E.

***067/(06/14) INDIA – WEST COAST – Approaches to Dahej – Area. Legend.**

Source: Petronet LNG Dahej.

Chart 2082 [previous update 066/14]

Insert -----, joining

21° 40'·45N., 72° 30'·91E.(Shore)

21° 40'·29N., 72° 31'·13E.

21° 40'·29N., 72° 30'·53E.

21° 40'·03N., 72° 30'·54E.

21° 40'·03N., 72° 30'·76E.

21° 39'·65N., 72° 30'·76E.

21° 39'·65N., 72° 30'·88E.

21° 40'·03N., 72° 30'·87E.

21° 40'·19N., 72° 31'·13E.

21° 40'·32N., 72° 31'·92E.(Shore)

21° 40'·15N., 72° 30'·75E.

legend, "Being reclaimed (2013)", Centered on:

Former INM 117(P)/13 is cancelled.***068/(06/14) INDIA – EAST COAST – Vishakhapatnam Harbour – Buoy.**

Source: Visakhapatnam Port Trust.

Chart 3012(INT 7411) [previous update 146/12]Delete 

17° 41'·39N., 83° 18'·27E.

17° 41'·24N., 83° 18'·37E.

***069/(06/14) INDIA – LAKHSADWEEP – Kadmat Island – Buoys.**

Source: NHO Dehradun.

Chart 2047 [previous update 094/13]

Insert



11° 13'·46N., 72° 45'·11E.

11° 11'·16N., 72° 46'·09E.



11° 13'·22N., 72° 45'·73E.

11° 13'·33N., 72° 46'·01E.

11° 13'·41N., 72° 46'·26E.



11° 13'·20N., 72° 45'·73E..

11° 13'·27N., 72° 45'·98E

11° 13'·35N., 72° 45'·26E.

070/(06/14) OMAN – Approaches to Muscat and Mina Al Fahl – Submarine cable.

Source: BA Notice 1133/14.

Chart 290 [previous update 064/13] WGS84 DATUM

Insert submarine cable, , joining: 23° 41'·00N., 58° 11'·40E. (shore)
23° 57'·40N., 58° 08'·70E.

Chart 246 [previous update 247/12]

Insert submarine cable, , joining: 23° 41'·00N., 58° 11'·40E. (shore)
23° 57'·40N., 58° 08'·70E.

Chart 2088 [previous update 207/13]

Insert submarine cable, , joining: 23° 40'·98N., 58° 11'·41E. (shore)
24° 00'·00N., 58° 08'·24E. (N border)

Chart 2089 [previous update 207/13] WGS84 DATUM

Insert submarine cable, , joining: 23° 45'·80N., 58° 10'·60E. (E border)
23° 57'·36N., 58° 08'·68E.

071/(06/14) PAKISTAN – Approaches to Karachi – Wreck.

Source: BA Notice – 1253/14.

Chart 250 [previous update 031/14]

Insert  FA Rep (2014) 24° 43'·00N., 66° 57'·90E.

Chart 200 [previous update 031/14]

Insert  FA Rep (2014) 24° 43'·00N., 66° 57'·90E.

Chart 2049 [previous update 108/13]

Insert  FA Rep (2014) 24° 43'·00N., 66° 57'·90E.



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

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.

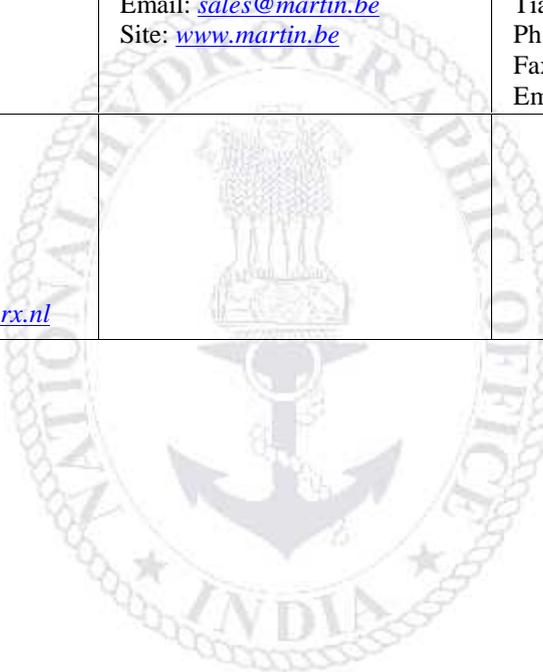
6. GAGAN SYSTEM COMMISSIONED FOR OPERATIONS

The GAGAN System is now commissioned for safety of life, civil aviation, and en- route operations in addition to all other non-aviation applications. The GAGAN signal is being broadcasted through GSAT-8 and GSAT-10 with PRN127 & 128 respectively.

All the GPS users are requested to enable SBAS functionality in their receivers, configure it to receive PRN-127& 128 and avail the benefits of GAGAN in terms of increased accuracy and reliability. There may be occasional signal outages due to system up-gradation activities.

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 Paleiskade 100 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: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publications 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
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammampeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravel@hotmai.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, Biry 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 Mar 14:

2013 SERIES – 012 035 160 197 228 303 320 335 343 370 374 428 430 451 473 493 506 540
547 626 662 665 672 680 712 714

2014 SERIES – 015 038 058 059 077 079 082 083 089 093 097 098 103 111 113 116 119 123
129 134 135 138 139 141 142 143 144 145 146 147 148 149
3. NAVAREA VIII Warnings issued during the period from 01 Mar to 15 Mar 14 (both dates inclusive) are as tabulated below: –

<p>119. Bay Of Bengal – Northern Portion. Charts 31 319 360 361 INT 706. Vessel FV Salsabil reported sunk in vicinity 21-02.0N 091-33.5E.</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																								
<p>120. Cancel NAVAREA VIII 623/13. India West Coast –Munambam. Charts 220 2029 INT 71. M V Sea Angel wreck buoy (10-08.20N 076-02.90E) retrieved for maintenance.</p> <p>2. Caution advised.</p>																								
<p>121. India West Coast – Arabian Sea. Charts 22 293 INT 71 INT 72 INT 705. Firing practice by naval ships from 1330 UTC to 1730 UTC from 09 Mar to 12 Mar 14 in area bounded by</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">(a) 14-28N</td> <td style="width: 25%;">071-18E</td> <td style="width: 25%;">(b) 13-45N</td> <td style="width: 25%;">072-42E</td> </tr> <tr> <td>(c) 14-59N</td> <td>073-10E</td> <td>(d) 15-40N</td> <td>071-55E</td> </tr> </table> <p>2. Safe flying height 10000 metres.</p> <p>3. Cancel this MSG 121830 UTC Mar 14.</p>	(a) 14-28N	071-18E	(b) 13-45N	072-42E	(c) 14-59N	073-10E	(d) 15-40N	071-55E																
(a) 14-28N	071-18E	(b) 13-45N	072-42E																					
(c) 14-59N	073-10E	(d) 15-40N	071-55E																					
<p>122. Western Indian Ocean – Somali Basin. Charts INT 71 INT 72 INT 701. Piracy. Possible mothership activity in vicinity 01-34.4S 041-48.5E at 031400 UTC Mar 14.</p> <p>2. Caution advised.</p> <p>3. Cancel this MSG 071001 UTC Mar 14.</p>																								
<p>123. India East Coast – Bay Of Bengal. Charts 31 32 355 356 391 INT 71. Survey vessel Vyacheslav Tikhonov/UBSH6 will carry out 3D seismic survey from 10 Mar to 15 Jun 14 in area bounded by</p> <p>Area- A</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">(a) 15-27.63N</td> <td style="width: 25%;">080-20.15E</td> <td style="width: 25%;">(b) 15-38.99N</td> <td style="width: 25%;">080-29.79E</td> </tr> <tr> <td>(c) 15-47.43N</td> <td>080-43.37E</td> <td>(d) 15-27.17N</td> <td>081-02.89E</td> </tr> <tr> <td>(e) 15-03.87N</td> <td>080-43.08E</td> <td></td> <td></td> </tr> </table> <p>Area- B</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">(a) 14-33.37N</td> <td style="width: 25%;">081-10.30E</td> <td style="width: 25%;">(b) 14-55.32N</td> <td style="width: 25%;">081-29.42E</td> </tr> <tr> <td>(c) 14-45.95N</td> <td>080-48.42E</td> <td>(d) 14-25.72N</td> <td>080-19.28E</td> </tr> <tr> <td>(e) 14-33.37N</td> <td>081-10.30E</td> <td></td> <td></td> </tr> </table> <p>2. The vessel will be towing four streamers of length 4.5 NM. End marked with yellow buoys flashing white lights.</p> <p>3. Wide berth of 6.5 NM around the vessel requested.</p> <p>4. Cancel this MSG 161831 UTC Jun 14.</p>	(a) 15-27.63N	080-20.15E	(b) 15-38.99N	080-29.79E	(c) 15-47.43N	080-43.37E	(d) 15-27.17N	081-02.89E	(e) 15-03.87N	080-43.08E			(a) 14-33.37N	081-10.30E	(b) 14-55.32N	081-29.42E	(c) 14-45.95N	080-48.42E	(d) 14-25.72N	080-19.28E	(e) 14-33.37N	081-10.30E		
(a) 15-27.63N	080-20.15E	(b) 15-38.99N	080-29.79E																					
(c) 15-47.43N	080-43.37E	(d) 15-27.17N	081-02.89E																					
(e) 15-03.87N	080-43.08E																							
(a) 14-33.37N	081-10.30E	(b) 14-55.32N	081-29.42E																					
(c) 14-45.95N	080-48.42E	(d) 14-25.72N	080-19.28E																					
(e) 14-33.37N	081-10.30E																							
<p>124. Cancel NAVAREA VIII 112/14 and this MSG.</p>																								
<p>125. India West Coast – Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705. Firing by naval coast battery between 0430 UTC to 0730 UTC daily from 06 Mar to 07 Mar 14.</p> <p>2. Danger area from 300 degree to 020 degree up to 12 NM seaward from position 22-28.03N 069-04.98E.</p> <p>3. Safe flying height 13000 metres.</p> <p>4. Cancel this MSG 070830 UTC Mar 14.</p>																								
<p>126. India West Coast – off Karwar. Charts 22 257 293 INT 71 INT 705. Under water operation will be carried out from 07 Mar to 13 Mar 14 in area bounded by</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">(a) 14-35N</td> <td style="width: 25%;">072-50E</td> <td style="width: 25%;">(b) 14-35N</td> <td style="width: 25%;">073-15E</td> </tr> <tr> <td>(c) 15-00N</td> <td>073-15E</td> <td>(d) 15-00N</td> <td>072-50E</td> </tr> </table> <p>2. Caution advised.</p> <p>3. Cancel this MSG 141831 UTC Mar 14.</p>	(a) 14-35N	072-50E	(b) 14-35N	073-15E	(c) 15-00N	073-15E	(d) 15-00N	072-50E																
(a) 14-35N	072-50E	(b) 14-35N	073-15E																					
(c) 15-00N	073-15E	(d) 15-00N	072-50E																					

127. India East Coast- Bay Of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 051002 UTC Mar 14.	ABAN II	16-39.12N	082-22.73E
	ACTINIA	16-26.83N	082-21.29E
	DEEP SEA MATDRILL	16-33.83N	082-19.90E
	DSR DHIRUBHAI DEEPWATER KG-1	11-43.56N	080-33.15E
	DSR DHIRUBHAI DEEPWATER KG-2	16-41.34N	082-41.53E
	GSF-140	16-27.12N	082-28.43E
	HERCULES TRIUMPH	16-28.46N	082-12.60E
	MG HULME JR	16-35.05N	082-25.35E
	NOBLE DUCHESS	16-29.36N	082-23.88E
	SAGAR RATNA	15-17.29N	080-08.50E
	D S SAGAR VIJAY	16-19.08N	082-16.00E
	DSR GSF EXPLORER	16-04.98N	082-14.07E
	SAGAR BHUSHAN	16-33.29N	082-23.76E
	WIDE BERTH REQUESTED		
2.	Cancel NAVAREA VIII 117/14.		
128. Indian Ocean – Northern Part. Charts INT 71 INT 73 INT 707. Fishing boat with orange coloured hull (length-12 metres, wide 4-5 metres) reported capsized and adrift in vicinity 03-09.1S 087-00.8E on 050727 UTC Mar 14.			
2.	Caution advised.		
3.	Cancel this MSG 091001 UTC Mar 14.		
129. Bay Of Bengal – Andaman Sea. Charts 33 41 473 4012 INT 706. Perseverance point light (11-41.43N 092-44.65E) unlit.			
130. 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 12 Mar 14.			
2.	Danger area sector of 20 NM radius from 200 degree to 260 degree from firing position.		
3.	Safe flying height 6500 metres.		
4.	Cancel this MSG 120830 UTC Mar 14.		
131. Cancel NAVAREA VIII 120/14 and this MSG. M V Sea Angel wreck buoy relayed in position 10-08.20N 076-02.90E.			
132. Indian Ocean – off Reunion Island. Charts INT 70 INT 71 INT 72 INT 702 INT 735. Naval gunnery exercise from 0600 UTC to 1200 UTC on 06 Mar 14 in area bounded by			
(a)	21-12.0S	054-57.0E	(b) 21-26.0S 055-02.5E
(c)	21-31.2S	054-47.4E	(d) 21-17.2S 054-42.0E
2.	Cancel this MSG 061300 UTC Mar 14.		
133. India East Coast- Bay Of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 061006 UTC Mar 14.	ABAN II	16-39.12N	082-22.73E
	ACTINIA	16-26.83N	082-21.29E
	DEEP SEA MATDRILL	16-33.83N	082-19.90E
	DSR DHIRUBHAI DEEPWATER KG-1	11-43.56N	080-33.15E
	DSR DHIRUBHAI DEEPWATER KG-2	16-41.34N	082-41.53E
	GSF-140	16-27.12N	082-28.43E
	HERCULES TRIUMPH	16-28.46N	082-12.60E
	MG HULME JR	16-35.05N	082-25.35E
	NOBLE DUCHESS	16-29.36N	082-23.88E
	SAGAR RATNA	15-17.29N	080-08.50E
	D S SAGAR VIJAY	16-19.08N	082-16.00E
	DSR GSF EXPLORER	16-05.00N	082-14.01E
	SAGAR BHUSHAN	16-33.29N	082-23.76E
	Wide berth requested.		
2.	Cancel NAVAREA VIII 127/14.		
134. India East Coast- Bay Of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 071001 UTC Mar 14.	ABAN II	16-39.12N	082-22.73E
	ACTINIA	16-26.83N	082-21.29E
	DEEP SEA MATDRILL	16-33.83N	082-19.90E
	DSR DHIRUBHAI DEEPWATER KG-1	11-43.56N	080-33.15E
	DSR DHIRUBHAI DEEPWATER KG-2	16-41.34N	082-41.53E
	GSF-140	16-27.12N	082-28.43E
	HERCULES TRIUMPH	16-28.46N	082-12.60E

134. India East Coast- Bay Of Bengal. Continued.			
HERCULES 208	16-23.93N	082-07.94E	
MG HULME JR	16-35.05N	082-25.35E	
NOBLE DUCHESS	16-29.36N	082-23.88E	
SAGAR RATNA	15-17.29N	080-08.50E	
D S SAGAR VIJAY	16-19.08N	082-16.00E	
DSR GSF EXPLORER	16-05.00N	082-14.01E	
SAGAR BHUSHAN	16-33.29N	082-23.76E	
Wide berth requested.			
2. Cancel NAVAREA VIII 133/14.			
135. India East Coast – Kadapakkam. Charts 32 33 357 INT 71 INT 706. A light at Kadapakkam lighthouse FL(3) 20 seconds established at 11-08.49N 079-51.41E on thirty metres height tower.			
136. Cancel NAVAREA VIII 109/14 and this MSG.			
137 NAVAREA VIII-Messages in force as on 071004 UTC Mar 14.			
2013 SERIES - 012 035 160 197 228 303 320 335 343 370 374 428 430 451 473 493 506			
540 547 626 662 665 672 680 712 714			
2014 SERIES - 015 037 038 042 058 059 071 077 079 082 083 089 093 097 098 103 108			
111 113 116 119 121 123 126 128 129 130 131 134 135 136			
(a) NAVAREA VIII warnings less than 42 days old (037/14 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 141004 UTC Mar 14.			
138. Cancel NAVAREA VIII 130/14. 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 19 Mar 14.			
2. Danger area sector of 20 nm radius from 200 degree to 260 degree from firing position.			
3. Safe flying height 6500 metres.			
4. Cancel this MSG 190830 UTC Mar 14.			
139. India West Coast – Approaches To Bassas De Pedro. Charts 22 23 219 258 259 INT 706. Hydrographic survey will be carried out from 18 Mar to 15 Apr 14 in area bounded by			
(a) 14-44N 072-51E (b) 12-44N 073-56E			
(c) 13-21N 073-56E (d) 13-21N 072-51E			
2. Wide berth of 03 NM around the vessel requested.			
3. Cancel this MSG 161831 UTC Apr 14.			
140. India West Coast – Gulf Of Khambhat. Charts 21 207 254 292 INT 705 INT 706. Narmada channel marking buoy no 9 temporarily removed at 100515 UTC Mar 14.			
141. 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 19 Mar 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 190830 UTC Mar 14.			
142. India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706. Firing by army between 2330 UTC to 1800 UTC from 18 Mar to 22 Mar 14 in area bounded by			
(a) 19-14.60N 084-53.70E (b) 19-04.25N 085-49.75E			
(c) 18-20.33N 084-53.88E			
and arc of 54 NM radius joining point (b) and (c).			
2. Safe flying height 6100 metres.			
3. Cancel this MSG 221900 UTC Mar 14.			
143. Cancel NAVAREA VIII 140/14. India West Coast – Gulf Of Khambhat. Charts 21 207 254 292 INT 705 INT 706. Narmada channel marking buoy no 7, 8 and 9 temporarily removed.			
144. India West Coast- Navlaksi Port and approaches. Charts 21 203 252 292 2017 2080 INT 705. Hydrographic survey will be carried out from 20 Mar to 20 Apr 14 in area bounded by			
(a) 22-50.3N 070-13.5E (b) 22-50.3N 070-28.1E			
(c) 22-59.1N 070-28.1E (d) 22-59.1N 070-13.5E			
2. Wide berth requested			
3. Cancel this MSG 211831 UTC Apr 14.			

145. India West Coast – Off Mumbai. Charts 21 22 211 292 293 INT 705. Naval exercise will be carried out between 0001 UTC to 0900 UTC on 15 Mar, 18 Mar and 20 Mar 14 in area bounded by			
(a)	18-30.0N	072-47.0E	(B) 18-30.0N 072-38.0E
(c)	18-40.5N	072-38.0E	(d) 18-40.0N 072-47.0E
2.	Safe flying height 1500 metres		
3.	Cancel this MSG 201000 UTC Mar 14.		
146. India West Coast- Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706 . Rig list . correct at 141003 UTC Mar 14			
	ABAN III	18-44.08N	072-18.48E
	ABAN IV	19-06.83N	070-56.43E
	ABAN ICE	18-39.65N	070-57.04E
	BADRINATH	21-36.81N	068-35.17E
	CE THROTON	19-32.35N	071-20.92E
	DEEP SEA FORTUNE	19-22.29N	071-03.62E
	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	18-35.99N	071-00.22E
	ENSCO 54	19-20.44N	071-58.33E
	FG MC CLINTOK	18-36.21N	072-13.99E
	GREAT DRILLER CHAAYA	19-28.80N	071-25.10E
	GREATDRILL CHITRA	19-34.15N	071-07.97E
	GREATDRILL CHETNA	20-08.35N	071-44.49E
	JINDAL STAR	18-36.12N	071-01.59E
	KEDARNATH	21-02.47N	072-20.09E
	NOBLE ED HOLT	18-55.59N	072-02.48E
	NOBLE KENNETH DELANEY	18-35.70N	072-12.81E
	PLATINUM EXPLORER	10-47.10N	074-55.70E
	SAGAR GAURAV	22-25.06N	068-31.04E
	SAGAR SHAKTI	22-18.70N	068-30.90E
	SAGAR JYOTI	22-19.98N	068-31.63E
	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	19-06.54N	071-22.35E
	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
	TRIDENT XII	18-57.44N	072-15.10E
	VICTORY DRILLER	19-38.00N	071-21.44E
	wide berth requested		
2.	Cancel NAVAREA VIII 108/14.		
147. Indian Ocean - Off Tanzania. Charts INT 70 INT 71 INT 701. Rig list.			
	BELFORT	10-29.81S	040-44.41E
	DEEPWATER MILLENNIUM	10-37.39S	040-50.82E
2.	Wide berth requested		
148. Indian Ocean – Northern Part. Charts 31 32 33 308 354 INT 71 INT 706. Experimental flight trial scheduled from ITR launch complex between 0630 UTC to 1030 UTC daily 20 Mar, 22 Mar and 24 Mar 14 . danger zone bounded by			
(a)	17-40.15N	083-35.80E	(b) 15-00.68N 082-55.90E
(c)	10-42.78S	089-29.50E	(d) 09-40.83S 093-15.33E
(e)	08-09.73S	096-50.05E	(f) 16-03.80N 085-56.98E
(g)	17-41.71N	083-40.26E	
2.	Caution advised		
3.	Cancel this MSG 241130 UTC Mar 14.		
149. NAVAREA VIII-Messages in force as on 141006 UTC Mar 14			
	2013 Series - 012 035 160 197 228 303 320 335 343 370 374 428 430 451 473 493 506 540 547 626 662 665 672 680 712 714		
	2014 Series - 015 038 042 058 059 077 079 082 083 089 093 097 098 103 111 113 116 119 123 129 134 135 138 139 141 142 143 144 145 146 147 148		
(a)	NAVAREA VIII warnings less than 42 days old (058/14 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 Indian Notices to Mariners		
2.	Cancel this MSG 211006 UTC Mar 14.		

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

- NIL -

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D9185.2	- Ras Al Khaimah. Vitol-B	26 04.60 N 55 27.08 E	Mo(U)W 15s	Platform	TE 2014
--	--	..	Horn Mo(U) 30s				*
F0756	Cheriyakara Island	10 02.30N 72 17.00E	Fl(2)W 20s	36	19	White metal column, red bands 37	Vis 207°-199° (352°).
-	-	..	Racon	ILRS Vol 2 Station 79070 TR 2014
K1159.85	-- Jetty. N end (ID)	07 10.51 S 112 40.57 E	Fl Y 4s	4	6	Yellow x on yellow post	fl 0.5
			*				*
K1159.95	-- (ID)	07 10.53 S 112 40.49 E	Fl W 5s	30	12	..	fl 0.5
			*				*

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)

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 39 (f), UNITED ARAB EMIRATES (Persian Gulf Coast), insert above Ruwais Port B Approach Lt Buoy.

Rashid Oilfield SDM1 Lt Buoy	25°23'.00N 54°35'.00E	994701093		Real	
Rashid Oilfield SDM2 Lt Buoy	25°24'.50N 54°35'.00E	994701094		Real	
<i>(Source BA 11/14)</i>					06/14

INP 31(5), 2011

(Last correction: Edition No. 04 dated 15 Feb 2014)

NIL

INP 31(6), 2012

(Last correction: Edition No. 05 dated 01 Mar 2014)

NIL

SECTION – IX **REPORTING OF NAVIGATIONAL DANGERS**

Appeal to all Mariners

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

National Hydrographic Office
107-A, Rajpur Road,
Dehradun - 248001
(UTTARAKHAND), INDIA
e-mail: - inho-navy@nic.in, msis-inho-navy@nic.in
Fax No.: +91-135- 2748373
WEB: www.hydrobharat.nic.in

Instructions for filling up IH 102

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

Position Reporting

3. 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.

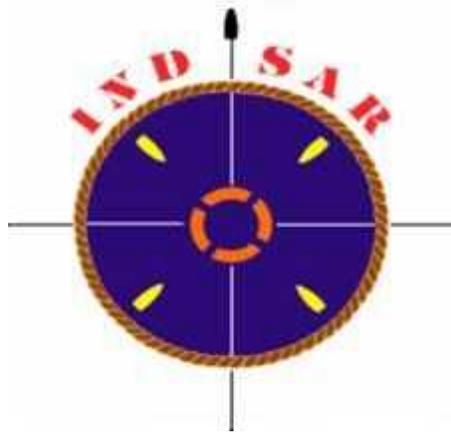


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes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