

# INDIAN NOTICES TO MARINERS



EDITION NO. 22 DATED 16 NOV 2014

(CONTAINS NOTICES 187 TO 195)

REACH US 24 x 7



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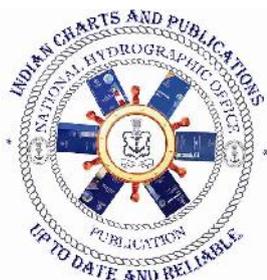
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(PUBLISHED ON NHO WEBSITE ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

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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. Navigational Charts produced from now on will carry a NHO crest as watermark on the reverse with backslip. Agents stamp is made mandatory on all Charts.**

**Counterfeit products 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<sub>s</sub> AND PUBLICATION

1. The new Indian Charts that are available for mariners in the market are as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
<b>2001</b>	<b>15-10-2014</b>	<b>MUMBAI DOCKS</b> <b>Limits</b> <b>18° 54'.70N; 72° 49'.85E.</b> <b>19° 00'.00N; 72° 53'.50E.</b>	<b>10,000</b>	<b>3</b>	<b>Rs. 1870.00</b>
<b>2114</b>	<b>31-10-2014</b>	<b>APPROACHES TO KHARO CREEK &amp; MITHA PORT</b> <b>Limits</b> <b>23° 12'.80N; 68° 24'.40E.</b> <b>23° 21'.50N; 68° 38'.80E.</b>	<b>25,000</b>	<b>2</b>	<b>Rs. 1870.00</b>
<b>2517</b>	<b>31-10-2014</b>	<b>DAR ES SALAAM ANCHORAGE</b> <b>Limits</b> <b>06° 51'.00S; 39° 16'.70E.</b> <b>06° 43'.00S; 39° 21'.90E.</b>	<b>15,000</b>	<b>1</b>	<b>Rs. 1870.00</b>

2. The Indian Charts permanently withdrawn are 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>
<b>2001</b>	<b>01-02-2001</b>	<b>MUMBAI DOCK</b>	<b>2001</b>	<b>15-10-2014</b>

3. The new Indian Electronic Navigational Chart that is available for mariners in the market is as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
<b>IN62033K</b>	<b>2033</b>	<b>SIKKA CREEK</b>	<b>12-11-2014</b>
<b>IN54183K</b>	<b>4183</b>	<b>APPROACHES TO CASUARINA BAY</b>	<b>10-11-2014</b>
<b>IN62001U</b>	<b>2001</b>	<b>MUMBAI DOCKS</b>	<b>17-11-2014</b>
<b>IN52114A</b>	<b>2114</b>	<b>APPROACHES TO KHARO CREEK</b>	<b>17-11-2014</b>
<b>IN62517N</b>	<b>2517</b>	<b>DAR ES SALAAM ANCHORAGE</b>	<b>17-11-2014</b>

4. The Indian Electronic Navigational Charts that are permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
<b>IN52033S</b>	<b>2033</b>	<b>SIKKA CREEK</b>	<b>31-07-2005</b>
<b>IN54035S</b>	<b>4035</b>	<b>CASUARINA BAY</b>	<b>13-12-2012</b>
<b>IN62001M</b>	<b>2001</b>	<b>MUMBAI DOCKS</b>	<b>02-06-2009</b>

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

<i>Title of Publication</i>	<i>Edition</i>
<b>List of Radio Signals – Volume 2</b>	<b>2014</b>

## VI

6. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>3001 (7402)</b>	<b>APPROACHES TO CHENNAI</b>	<b>50,000</b>	<b>New Chart</b>
<b>2514 (INT 7739)</b>	<b>APPROACHES TO PORT LOUIS</b>	<b>37,500</b>	<b>New Chart</b>
	<b>PORT LOUIS</b>	<b>12,500</b>	
<b>2520</b>	<b>APPROACHES TO DAR ES SALAAM</b>	<b>30,000</b>	<b>New Chart</b>
<b>3010 (INT 7418)</b>	<b>PARADIP ANCHORAGE</b>	<b>25,000</b>	<b>New Chart</b>
	<b>PARADIP PORT</b>	<b>12,500</b>	
<b>4181</b>	<b>SOUTH BAY AND APPROACHES</b>	<b>25,000</b>	<b>New Chart</b>
<b>4182</b>	<b>CAMPBELL AND ANDERSON BAY</b>	<b>25,000</b>	<b>New Chart</b>

### 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: <a href="mailto:helpdesk@ukho.gov.uk">helpdesk@ukho.gov.uk</a> Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>	JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: <a href="mailto:enc@jeppesen.com">enc@jeppesen.com</a> , <a href="mailto:info@c-map.co.no">info@c-map.co.no</a> Website: <a href="http://www.jeppesen.com">www.jeppesen.com</a>
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:- <a href="mailto:data@ecc.no">data@ecc.no</a> Website: - <a href="http://www.primar.org">www.primar.org</a>	

**SECTION – I**

The list of charts affected by the Notices 187 to 195 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
41 (INT 757)	6	195 (P)
201	2	187
207	2	194 (P)
211	3	194 (P)
217	3	194 (P)
220	3	194 (P)
245	1	193
246	1	193
255 (INT 7334)	3	194 (P)
258 (INT 7348)	3	194 (P)
259 (INT 7356)	3	194 (P)
272	4	194 (P)
289	1	193
292 (INT 7021)	2	194 (P)
293 (INT 7022)	3	194 (P)
410	7	195 (P)
411	7	195 (P)
434	7	192
436	7	191
451	7	195 (P)
452	7	195 (P)
2005	2	187
2016 (INT 7336)	3	194 (P)
2029 (INT 7358)	3	194 (P)
2039	2	188
2052 (INT 7350)	3	194 (P)
2054	2	189
2095	1	193
2102	2	188
4019	7	195 (P)
4026	7	190
4027	7	190
8004	1	193

## SECTION – II

### PERMANENT NOTICES

**\*187 (22/14) Miscellaneous updates to charts.**

Source: NHO Dehradun.		
Chart	Previous Updates	Details
201	167/14	Insert Chart No.2114 and Magenta limit as follows: 23° 12′.80N., 68° 24′.40E. 23° 12′.80N., 68° 38′.80E. 23° 21′.50N., 68° 38′.80E. 23° 21′.50N., 68° 24′.40E.
2005	170/13	Insert Chart No.2114 and Magenta limit as follows: 23° 19′.90N., 68° 24′.40E. (N Border) 23° 12′.80N., 68° 24′.40E. 23° 12′.80N., 68° 38′.80E. 23° 19′.90N., 68° 38′.80E. (N Border)

**\*188 (22/14) INDIA – WEST COAST – Bhavanagar Port – Lights. Tower.**

Source: NHO, Dheradun.

**Chart 2102** [previous update 183/14]

Insert  FR.11M 21° 45′.76N., 72° 14′.61E.

Delete  FR (11) 21° 45′.76N., 72° 14′.61E.

**Chart 2039** [previous update 183/14]

Insert  FR.11M 21° 45′.76N., 72° 14′.61E.

Delete  FR (11) 21° 45′.76N., 72° 14′.61E.

 F 21° 45′.23N., 72° 13′.44E.

**\*189 (22/14) INDIA – WEST COAST – Veraval – Buoys.**

Source: NHO, Dheradun.

**Chart 2054** [previous update 244/10]

Move  Fl.R.5s from: 20° 53′.82N., 70° 22′.51E.

to: 20° 53′.78N., 70° 22′.54E.

 Fl.R.5s from: 20° 53′.92N., 70° 22′.48E.

to: 20° 53′.87N., 70° 22′.53E.

**190 (22/14) MALAYSIA – West Coast – Pinang Harbour – Anchorage area.**

Source: BA Notice – 4579/14.

**Chart 4026** [previous update 050/13]

Insert limit of anchorage area, , joining: 05° 26′.82N., 100° 21′.49E.

05° 26′.82N., 100° 22′.09E.

05° 26′.02N., 100° 22′.09E.

05° 26′.02N., 100° 21′.49E.

**Chart 4027** [previous update 067/13]

Insert limit of anchorage area, , joining: 05° 26′.82N., 100° 21′.49E.

05° 26′.82N., 100° 22′.09E.

05° 26′.02N., 100° 22′.09E.

05° 26′.02N., 100° 21′.49E.

**191 (22/14) MALACCA STRAIT – Malaysia – West Coast – Pinang Island to Sembilan Islands – Light.**

Source: BA Notice – 4656/14.

**Chart 436** [previous update 048/14]

Amend light to, Oc.WRG.10s+LFl.3s

04° 09′.36N., 100° 37′.20E.

**192 (22/14) MALACCA STRAIT – West Coast of Thailand & Malaysia – Kantang to Langkawi Island – Bouys.**

Source: BA Notice – 4987/14.

**Chart 434** [previous update 143/14]Insert  Fl.10s

06° 56′.55N., 99° 39′.55E.

Delete 

06° 56′.42N., 99° 39′.72E.

**193 (22/14) IRAN, OMAN & THE UNITED ARAB EMIRATES – Jask to Dubayy & Jazireh-Ye Qeshm – Bouys.**

Source: BA Notice – 4618/14.

**Chart 289** [previous update 173/14]Insert  Fl(5)10s

25° 59′.33N., 55° 00′.87E.

26° 33′.50N., 53° 43′.30E.

**Chart 8004** [previous update 173/14]Insert  Fl(5)10s

25° 59′.23N., 55° 00′.81E.

25° 36′.47N., 57° 46′.24E.

**Chart 8004 (PLAN)** [previous update 173/14]Insert  Fl(5)10s

25° 36′.47N., 57° 46′.24E.

**Chart 245** [previous update 064/13]Insert  Fl(5)10s

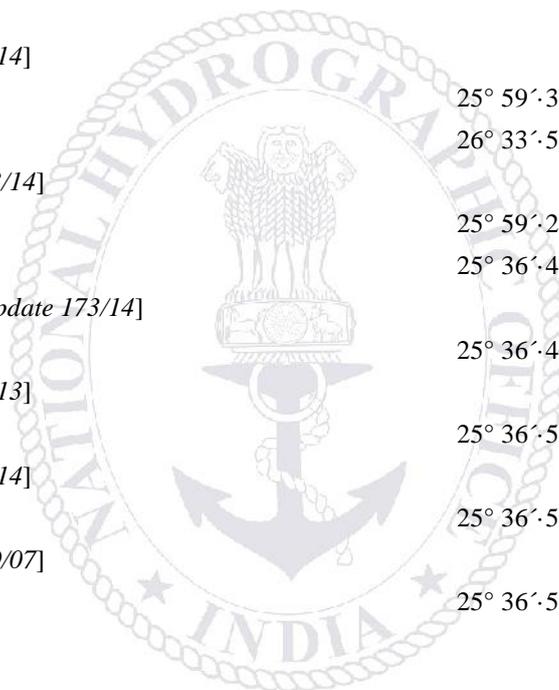
25° 36′.57N., 57° 46′.30E.

**Chart 246** [previous update 070/14]Insert  Fl(5)10s

25° 36′.57N., 57° 46′.30E.

**Chart 2095** [previous update 079/07]Insert  Fl(5)10s

25° 36′.57N., 57° 46′.30E.



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

**\*194 (P)/(22/14) INDIA – WEST COAST – Okha to Kochi – Buoys.**

Source: DG Shipping

1. Tentative date of withdrawal of below mentioned wreck marking buoys by MV Sagardeep- II are as follows:

Sl No.	Name of wreck marking buoy	Position	Tentative date
a)	MV sea angel	10°08'.20N., 076°02'.90E	2 <sup>nd</sup> week of Dec 14
b)	Asian forest	12°47'.91N., 074°44'.42E	2 <sup>nd</sup> week of Dec 14
c)	UPCO III	18°51'.50N., 072°41'.27E	3 <sup>rd</sup> week of Dec 14
d)	MV Rak carrier	18°45'.85N., 072°29'.00E	3 <sup>rd</sup> week of Dec 14
e)	Logo searcher	20°37'.90N., 071°38'.50E	2 <sup>nd</sup> week of Feb 15

2. Mariners are advised to navigate with caution in the vicinity and contact local port authorities for more information.

3. All positions are referred to WGS84 datum.

**Charts affected 207 – 211 – 217 – 220 – 255 (INT 7334) – 258 (INT 7348) – 259 (INT 7356) – 272 – 292 (INT 7021) – 293 (INT 7022) – 2016 (INT 7336) – 2029 (INT 7358) – 2052 (INT 7350).**

**\*195 (T)/(22/14) Myanmar – Yangon River – Buoys.**

Source: Myanmar Hydrographic Department.

1. Eight Navigational buoys have been laid in the following positions to define navigable channel at western channel entrance, Yangon river.

Sl. No.	Buoy Name	Position	Characteristics
(a)	Intermediate Buoy	16° 23'.896N., 96° 21'.205E.	Fl.G.4s
(b)	Lower Spit Buoy	16° 24'.479N., 96° 21'.512E.	Fl.G.2s
(c)	Center Spit Buoy	16° 25'.461N., 96° 21'.985E.	Fl.G.3s
(d)	Upper Spit Buoy	16° 26'.600N., 96° 21'.650E.	Q.G
(e)	Additional Lower Western Buoy	16° 24'.197N., 96° 20'.317E.	Fl.R.4s
(f)	Lower Western Buoy	16° 24'.812N., 96° 20'.890E.	Fl.R.3s
(g)	Center Western Buoy	16° 25'.583N., 96° 21'.123E.	Fl.R.2s
(h)	Additional Upper Western Buoy	16° 26'.330N., 96° 20'.600E.	Fl.R.2s

2. Vessels entering the harbour are to keep the buoy no (a) - (d) on starboard side, and buoy no (e) - (h) on port side. It is to be vice versa while outgoing to the sea.

3. Mariners to take note and contact local port authorities for more information.

**Chart Affected – 41 (INT 757) – 410 – 411 – 451 – 452 – 4019.**

## **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](mailto:indsar@vsnl.net), or [icgmrc\\_mumbai@mtnl.net](mailto: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](http://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](http://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 (16<sup>th</sup> July 2008).

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

## 4.2

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

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

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

## 5. **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.

## 6. **USAGE OF THURAYA/ IRRIDUM AND SATELLITE PHONE**

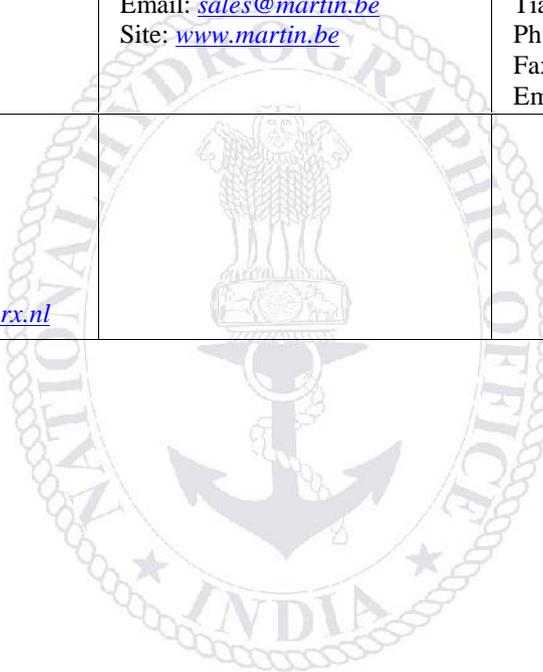
The use of Thuraya, Iridium and other such satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act. It is intimated to all shipping companies/ shipping agents that use of Thuraya/ Iridium and other such satellite phones are banned in Indian waters and seafarers should not use the same.

Satellite phones can be used only after no objections certificate issued by department of telecommunication (DOT) on a case to case basis. The shipping agents should mandatorily intimate the details of person carrying Thuraya and the particulars of Thuarya, Iridium and other such sets in pre arrival notification on security (PANS).

The unauthorized holders of Thuraya/ Iridium and other such Satellite phones can be prosecuted under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act.

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

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<p><b>C-Map Holland</b>  Paleiskade 100  PO Box 7  1781 AR Den Helder,  Holland  Ph: +31 223 616 700  E Mail: CorMallie <a href="mailto:cor@chartworx.nl">cor@chartworx.nl</a></p>		

**List of Indian Chart Agents.**

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M/s C & C Marine Combine 25 Bank Street, 1 <sup>st</sup> Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: <a href="mailto:ccmarine@bom5.vsnl.net.in">ccmarine@bom5.vsnl.net.in</a>	M/s Maritime Charts & Publicatons 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: <a href="mailto:ewl-india@ewliner.com">ewl-india@ewliner.com</a>
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Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: <a href="mailto:elemulti.services69@yahoo.com">elemulti.services69@yahoo.com</a>	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: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a> , <a href="mailto:lrmarine@live.com">lrmarine@live.com</a>
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 059 Mob: +91 7926923982/83, Fax: +91 7926923984 Email: <a href="mailto:info@aatash.com">info@aatash.com</a> , <a href="mailto:zubin@aatash.com">zubin@aatash.com</a>	

**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 Nov 14:

<b>2013 SERIES</b> – 035 160 197 228 506 547 662
<b>2014 SERIES</b> – 111 129 154 211 221 225 233 241 242 308 310 311 336 384 398 405 406 407 411 415 438 439 440 466 467 476 479 489 533 552 553 555 558 569 575 576 577 586 589 596 598 599 600 601 602 603

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

<p><b>579. India East Coast – Bay of Bengal.</b> Charts 31 351 352 3017 INT 71 INT 706. Experimental flight trial scheduled from ITR launch between 0330 to 0730 UTC on 09 and 10 Nov 14. Danger zone bounded by</p> <table> <tr> <td>(a) 20-48.11N</td> <td>087-02.33E</td> <td>(b) 19-52.94N</td> <td>086-50.50E</td> </tr> <tr> <td>(c) 09-00.38N</td> <td>087-05.32E</td> <td>(d) 09-10.46N</td> <td>089-07.73E</td> </tr> <tr> <td>(e) 09-40.42N</td> <td>091-06.91E</td> <td>(f) 20-00.86N</td> <td>087-38.21E</td> </tr> <tr> <td>(g) 20-48.90N</td> <td>087-07.10E</td> <td>(a) 20-48.11N</td> <td>087-02.33E</td> </tr> </table> <p>2. No over flight and shipping permitted in danger zone. 3. Cancel this MSG 100830 UTC Nov 14.</p>	(a) 20-48.11N	087-02.33E	(b) 19-52.94N	086-50.50E	(c) 09-00.38N	087-05.32E	(d) 09-10.46N	089-07.73E	(e) 09-40.42N	091-06.91E	(f) 20-00.86N	087-38.21E	(g) 20-48.90N	087-07.10E	(a) 20-48.11N	087-02.33E
(a) 20-48.11N	087-02.33E	(b) 19-52.94N	086-50.50E													
(c) 09-00.38N	087-05.32E	(d) 09-10.46N	089-07.73E													
(e) 09-40.42N	091-06.91E	(f) 20-00.86N	087-38.21E													
(g) 20-48.90N	087-07.10E	(a) 20-48.11N	087-02.33E													
<p><b>580. India East Coast – Bay of Bengal.</b> Charts 32 357 3003 INT 71. Cuddalore port light beacon (F0920) in position 11-42.35N 079-46.60E switched off due technical fault.</p>																
<p><b>581. Indian Ocean – off Reunion Island.</b> Charts INT 70 INT 71 INT 700. Marion Dufresne ship will carry out winching trials 10 miles around 20-18.00S 056-03.34E from 03-04 Nov 14. 2. Cancel this MSG 042359 UTC Nov 14.</p>																
<p><b>582. Indian Ocean – Northern Part.</b> Charts INT 71 INT 73 INT 706. MV Geo Hindsagar (call sign : AVEK) progressing seismic survey till 30 Nov 14 in area bounded by</p> <table> <tr> <td>(a) 02-40.08N</td> <td>083-01.04E</td> <td>(b) 01-11.32N</td> <td>077-18.76E</td> </tr> <tr> <td>(c) 05-51.02N</td> <td>083-01.04E</td> <td>(d) 01-11.32N</td> <td>089-08.55E</td> </tr> </table> <p>2. Vessel towing one streamer of 8.4 KMs length with yellow tail buoy flashing strobo lights. 3. Wide berth of 10 NM astern and 04 NM abeam requested. 4. Cancel this MSG on 010001 Dec 14.</p>	(a) 02-40.08N	083-01.04E	(b) 01-11.32N	077-18.76E	(c) 05-51.02N	083-01.04E	(d) 01-11.32N	089-08.55E								
(a) 02-40.08N	083-01.04E	(b) 01-11.32N	077-18.76E													
(c) 05-51.02N	083-01.04E	(d) 01-11.32N	089-08.55E													
<p><b>583. Indian Ocean – Northern Part.</b> Charts INT 71 INT 73 INT 706. Capsized small boat with yellow hull reported in position 04-58N 082-58E. No persons sighted.</p>																
<p><b>584. India West Coast – Kochi.</b> Charts 22 220 259 INT 71 INT 706. Gun trials of Coast Guard ship scheduled from 0530 to 0730 UTC on 05 Nov 14 in area bounded by</p> <table> <tr> <td>(a) 09-53.00N</td> <td>075-48.5E</td> <td>(b) 09-53.00N</td> <td>075-59.00E</td> </tr> <tr> <td>(c) 10-03.00N</td> <td>075-48.5E</td> <td>(d) 10-03.00N</td> <td>075-59.00E</td> </tr> </table> <p>2. Cancel this MSG 050830 UTC Nov 14.</p>	(a) 09-53.00N	075-48.5E	(b) 09-53.00N	075-59.00E	(c) 10-03.00N	075-48.5E	(d) 10-03.00N	075-59.00E								
(a) 09-53.00N	075-48.5E	(b) 09-53.00N	075-59.00E													
(c) 10-03.00N	075-48.5E	(d) 10-03.00N	075-59.00E													
<p><b>585. Indian Ocean – Gulf of Mannar.</b> Charts 32 222 224 262 INT 71 INT 706. Firing practice by Coast Guard aircraft from 0130 to 1130 UTC from 05 to 08 Nov 14. Danger area bounded by</p> <table> <tr> <td>(a) 08-25N</td> <td>078-25E</td> <td>(b) 08-40N</td> <td>078-45E</td> </tr> <tr> <td>(c) 08-35N</td> <td>078-30E</td> <td></td> <td></td> </tr> </table> <p>2. Safe flying height 2000 metres and above. 3. Cancel this MSG 081230 UTC Nov 14.</p>	(a) 08-25N	078-25E	(b) 08-40N	078-45E	(c) 08-35N	078-30E										
(a) 08-25N	078-25E	(b) 08-40N	078-45E													
(c) 08-35N	078-30E															
<p><b>586. Indian West Coast – Mundra Port.</b> Charts 203 2079 2080 2098 2106 INT 71. Navinal island racon transmitter temporarily off air for maintenance.</p>																
<p><b>587. Arabian Sea.</b> Charts INT 71 INT 72. Refer to NAVAREA IX message 298. Missile firing at 692000 metres height scheduled between 0400 to 0700 UTC on 07 and 08 Nov 14 in area bounded by</p> <table> <tr> <td>(a) 06-24.69N</td> <td>055-40.54E</td> <td>(b) 06-13.80N</td> <td>055-59.49E</td> </tr> <tr> <td>(c) 05-27.12N</td> <td>055-32.11E</td> <td>(d) 05-37.90N</td> <td>055-13.29E</td> </tr> </table> <p>2. All vessels to keep clear of danger area. 3. Cancel this MSG 080800 UTC Nov 14.</p>	(a) 06-24.69N	055-40.54E	(b) 06-13.80N	055-59.49E	(c) 05-27.12N	055-32.11E	(d) 05-37.90N	055-13.29E								
(a) 06-24.69N	055-40.54E	(b) 06-13.80N	055-59.49E													
(c) 05-27.12N	055-32.11E	(d) 05-37.90N	055-13.29E													
<p><b>588. Cancel NAVAREA 571/14 and this MSG.</b></p>																
<p><b>589. India East Coast – Bay of Bengal.</b> Charts 31 351 352 353 INT 71 INT 706. Experimental flight trial scheduled from ITR launch on 14 and 15 Nov 14. Danger zone bounded by</p>																

Area A – 0430 to 0630 UTC				
(a)	21-22.20N	086-55.71E	(b)	21-08.68N 086-53.89E
(c)	20-49.15N	087-16.57E	(d)	18-13.65N 088-49.79E
(e)	18-34.92N	089-22.49E	(f)	19-01.24N 089-50.98E
(g)	20-57.59N	087-27.33E	(h)	21-22.01N 087-10.85E
(j)	21-22.69N	086-56.33E		
Area B – 1330 to 1630 UTC				
(a)	18-16.00N	085-45.88E	(b)	18-05.29N 087-39.82E
(c)	18-18.77N	089-18.14E	(d)	18-57.59N 089-15.78E
(e)	19-35.23N	089-05.54E	(f)	19-18.43N 087-27.06E
(g)	18-32.05N	085-42.91E		
2.	No over flight and shipping permitted in danger zone.			
3.	Cancel this MSG 151730 UTC Nov 14.			
<b>590. India East Coast – Bay of Bengal.</b> Charts 31 32 391 INT 71 INT 706. Firing practice by Naval ships between 0230 to 0730 UTC on 12 Nov 14 in area bounded by				
(a)	15-30.0N	083-24.0E	(b)	16-14.0N 084-00.0E
(c)	15-34.0N	084-46.5E	(d)	15-08.0N 084-24.0E
2.	Safe flying height 8000 metres.			
3.	Cancel this MSG 120830 UTC Nov 14.			
<b>591. Cancel NAVAREA VIII 566/14. India West Coast – Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 071003 UTC Nov 14				
	ABAN III	18-45.65N		072-19.21E
	ABAN ICE	19-01.92N		071-19.06E
	BADRINATH	21-36.81N		068-35.17E
	CE THORNTON	18-30.06N		072-15.95E
	DISCOVERY-1	18-38.20N		071-00.93E
	DYNAMIC VISION	18-39.23N		070-58.86E
	ENERGY DRILLER	18-53.90N		071-28.70E
	FG MC CLINTOK	19-00.28N		072-09.04E NEW
	GREAT DRILLER CHAAYA	19-57.74N		071-00.13E
	GREATDRILL CHETNA	19-57.16N		072-09.73E NEW
	HARVEY H WARD	18-35.70N		072-12.81E
	JINDAL STAR	18-54.75N		071-49.57E
	JT ANGEL	23-01.00N		068-39.97E
	KEDARNATH	23-01.68N		068-20.34E
	NOBLE ED HOLT	19-36.62N		071-22.90E
	RON TAPMEYER	19-20.38N		071-25.41E
	SAGAR GAURAV	19-12.67N		070-55.61E
	SAGAR SHAKTI	19-13.89N		072-08.37E
	SAGAR JYOTI	19-25.56N		071-17.81E
	SAGAR KIRAN	19-25.24N		071-16.99E
	SAGAR LAXMI	20-58.00N		071-33.00E
	SAGAR PRAGATI	20-58.00N		071-33.00E
	SAGAR UDAY	19-32.27N		071-24.08E
	SUNDOWNER VII	18-29.06N		072-15.15E
	TRIDENT II	18-29.42N		072-14.73E
	TRIDENT XII	19-07.35N		072-06.45E
	VICTORY DRILLER	19-27.56N		071-11.24E
	VIRTUE-I	19-28.70N		071-46.66E
2.	Wide berth requested.			
<b>592. Cancel NAVAREA VIII 570 529 554 /14 and this MSG.</b> INTM 183 184 186 (21/14) refers.				
<b>593. Cancel NAVAREA VIII 284 532 536 582 /14 and this MSG.</b>				
<b>594. India West Coast – Gulf of Khambhat.</b> Charts 21 209 210 254 292 INT 705. Firing practice by Coast Guard aircraft from 0130 to 0730 UTC on 11 Nov 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 110830 UTC Nov 14.			
<b>595. NAVAREA VIII messages in force as on 071004 UTC Nov 14</b>				
<b>2013 series</b> – 035 160 197 228 428 493 506 547 662 672				
<b>2014 series</b> – 111 129 154 194 211 221 225 233 241 242 308 310 311 336 384 398 405 406 407				

411	415	438	439	440	447	466	467	476	479	489	503	533	552	553	555	558	569	571	575	576	577
579	580	583	585	586	587	589	590	591	592		593	594									
(a) Text of NAVAREA VIII warnings in force including those which are no longer being broadcast are available on website <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a> .																					
(b) Text of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.																					
2. Cancel this MSG 141006 UTC Nov 14.																					
<b>596. Andaman Sea – South Andaman.</b> Charts 41 404 473 INT 706. Firing by Coast Guard aircraft from 0300 to 1030 UTC on 14 and 15 Nov 14 in area bounded by																					
(a) 11-50N 093-20E (b) 11-50N 093-35E																					
(c) 12-00N 093-20E (d) 12-00N 093-35E																					
2. Safe flying height 2000 metres.																					
3. Cancel this MSG 151130 UTC Nov 14.																					
<b>597. Cancel NAVAREA VIII 590/14 and this MSG.</b>																					
<b>598. Cancel NAVAREA VIII 591/14. India West Coast – Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 101003 UTC Nov 14																					
ABAN III 18-47.46N 071-59.99E NEW																					
ABAN ICE 18-35.95N 071-15.96E NEW																					
BADRINATH 21-36.81N 068-35.17E																					
CE THORNTON 18-30.06N 072-15.95E																					
DISCOVERY-1 18-38.20N 071-00.93E																					
DYNAMIC VISION 18-39.23N 070-58.86E																					
ENERGY DRILLER 18-53.90N 071-28.70E																					
FG MC CLINTOK 19-00.28N 072-09.04E																					
GREAT DRILLER CHAAYA 19-57.74N 071-00.13E																					
GREATDRILL CHETNA 19-57.16N 072-09.73E																					
HARVEY H WARD 18-35.70N 072-12.81E																					
JINDAL STAR 18-54.75N 071-49.57E																					
JT ANGEL 23-01.00N 068-39.97E																					
KEDARNATH 23-01.68N 068-20.34E																					
NOBLE ED HOLT 19-36.62N 071-22.90E																					
RON TAPPEMEYER 19-20.38N 071-25.41E																					
SAGAR GAURAV 19-12.67N 070-55.61E																					
SAGAR SHAKTI 19-13.89N 072-08.37E																					
SAGAR JYOTI 19-25.56N 071-17.81E																					
SAGAR KIRAN 19-25.24N 071-16.99E																					
SAGAR LAXMI 20-58.00N 071-33.00E																					
SAGAR PRAGATI 20-58.00N 071-33.00E																					
SAGAR UDAY 19-32.27N 071-24.08E																					
SUNDOWNER VII 18-29.06N 072-15.15E																					
TRIDENT II 18-29.42N 072-14.73E																					
TRIDENT XII 19-07.35N 072-06.45E																					
VICTORY DRILLER 19-27.56N 071-11.24E																					
VIRTUE-I 19-28.70N 071-46.66E																					
2. Wide berth requested.																					
<b>599. India West Coast – off Mumbai.</b> Charts 21 22 253 254 255 292 293 INT 71. MV Geo Caspian progressing seismic survey till 06 Dec 14 in area bounded by																					
(a) 19-22.50N 070-48.00E (b) 19-32.70N 071-16.00E																					
(c) 19-51.00N 071-16.50E (d) 19-41.00N 070-47.00E																					
2. Wide berth of 06 NM requested.																					
3. Cancel this MSG 070001 UTC Dec 14.																					
<b>600. India West Coast – Trivandrum.</b> Charts 22 32 222 260 INT 706. RH 200 rocket launch from Thumba (08-31.98N 076-52.05E) between 0530 to 0730 UTC on 19 Nov 14.																					
2. Danger zones																					
(a) Sector of radius 05 NM from launcher between azimuth 190 and 300.																					
(b) Sector of radii 45 NM and 75 NM from the launcher between azimuth 220 and 260.																					
3. Cancel this MSG 190830 UTC Nov 14.																					
<b>601. India West coast – Okha.</b> Charts 21 202 203 251 271 291 2013 2068 INT 705. Firing by Naval Coast Battery from 0530 to 0730 UTC on 18 Nov 14.																					
2. Danger area extending upto 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E.																					
3. Safe flying height 13000 metres and above.																					

4. Cancel this MSG 180830 UTC Nov 14.

**602. Cancel NAVAREA VIII 428/13 493/13 672/13 194/14 503/14 580/14 583/14 and this MSG.**

**603. Navarea VIII messages in force as on 141003 UTC Nov 14**

**2013 series** – 035 160 197 228 506 547 662

**2014 series** – 111 129 154 211 221 225 233 241 242 308 310 311 336 384 398 405 406 407 411 415  
438 439 440 466 467 476 479 489 533 552 553 555 558 569 575 576 577 586 589 596 598 599

600 601 602

(a) Text of NAVAREA VIII warnings in force including those which are no longer being broadcast are available on [www.hydrobharat.nic.in](http://www.hydrobharat.nic.in).

(b) Text of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners

2. Cancel this MSG 211003 UTC Nov 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
F0396	Dwarka Point	22 14.26 N 68 57.52 E	Fl(2)W 20s	48	30	White square stone tower, black bands 43	fl 0.3, ec 4.7, fl 0.3, ec 14.7 Storm signals. R Lt 43 on radio mast 16M SE ILRS Vol 2 Station 78920 MMSI No 004192211
-	*	..	Racon	..	..	..	
-	*	..	AIS	..	..	..	
F0406	Mangrol	21 06.48 N 70 06.35 E	Fl(2)W 20s	37	26	White 6-sided concrete tower, red bands 35	fl 0.5, ec 2, fl 0.5, ec 17 MMSI No 004192215
-	*	..	AIS	..	..	..	
F0414	Diu Head	20 41.48 N 70 49.65 E	Fl W 10s	59	32	White 6-sided masonry tower, red bands 37	fl 0.3 ILRS Vol 2 Station 78947 MMSI No 004192217
-	*	..	Racon	..	..	..	
-	*	..	AIS	..	..	..	
F0432	- Jafarabad	20 51.40 N 71 22.95 E	Fl W 10s	29	24	White round tower on 6-sided tower on square base 19	fl 0.3 Storm signals MMSI No 004192218
-	*	..	AIS	..	..	..	
F0444	- Gopnath Point	21 12.20 N 72 06.63 E	Fl(3)W 20s	41	18	Red and white square masonry tower 34	(fl 0.3, ec 3.7) x 2, fl 0.3, ec 11.7 ILRS Vol 2 Station 78955 MMSI No 004192219
-	*	..	Racon	..	..	..	
-	*	..	AIS	..	..	..	
F0470	Entrance. N side. Narmada River. Luhara Point	21 39.52 N 72 32.95 E	Fl W 15s	30	11	White metal tower, red spiral 24	ILRS Vol 2 Station 78975 MMSI No 004192221
-	*	..	Racon	..	..	..	
-	*	..	AIS	..	..	..	
F0476	- Surat Anchorage. Hazira. Suvali Point	21 05.49 N 72 38.60 E	Fl(3)W 15s	39	24	White round masonry tower 25	(fl 0.4, ec 2.1)x2, fl 0.4, ec 9.6 ILRS Vol 2 Station 78980 MMSI No 004192222
-	*	..	Racon	..	..	..	
-	*	..	AIS	..	..	..	
F0479	- Kanai Creek. machhiwada	20 48.62 N 72 49.65 E	Fl(2)W 20s	34	17	White round concrete tower black bands 30	fl 0.5, ec 3, fl 0.5, ec 16 MMSI No 004192223
-	*	..	AIS	..	..	..	
F0516	- Sunk Rock	18 53.39 N 72 49.95 E	Fl(2)WR 6s	20	W13 R7	Red and yellow chequered round tower 28	fl 0.3, ec 1.4, fl 0.3, ec 4. W186°-209°(23°), R209°-015°(166°), W015°-031°(16°), R031°-069°(38°) TE 2014
F0520	- Dolphin Rock	18 54.85 N 72 50.16 E	Fl(4)WR 20s	11	W11 R 5	Grey masonry tower, white cupola 18	(fl 0.5, ec 1) x 3, fl 0.5, ec 15 R147°-236° (89°), W236°-270° (34°), R270°-000° (90°) TE 2014

## 7.2

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F0558	Revadanda Port. Korlai Fort	18 32.30 N 72 54.36 E	Fl W 3s	33	13	White square masonry tower, black bands 16	fl 1
--	*	.. *	Racon	..	..	..	ILRS Vol 2 Station 79001
--	*	.. *	AIS	..	..	..	MMSI No 004192227
F0590	- NW bastion of fort	16 23.33 N 73 22.32 E	Fl(4)W 23s	42	25	White round masonry tower, black bands 11	Storm Signals
--	*	.. *	AIS	..	..	..	MMSI No 004192232
F0606	- Aguada	15 29.51 N 73 46.36 E	Fl(3)W 20s	85	27	White rectangular concrete tower 22	(fl 0.4, ec 3.5) x 2, fl 0.4, ec 11.8.
--	*	.. *	Racon	..	..	..	ILRS Vol 2 Station 79010
--	*	.. *	AIS	..	..	..	MMSI No 004192234
F0644	- Honavar	14 16.58 N 74 26.61 E	Fl W 15s	41	18	Octagonal tower, red and white bands 24	
--	*	.. *	AIS	..	..	..	MMSI No 004192236
F0648	Bhatkal. N of port	13 57.98 N 74 32.00 E	Fl(2)W 20s	56	27	White square masonry tower, on fort 14	Vis 310°-160°(210°) Obscured by Hog Island. Island 129°-132° (3°)
--	*	.. *	F R	36	17	Metal Mast 2	Storm signal Vis 319°-012° (53°)
--	*	.. *	AIS	..	..	..	MMSI No 004192237
F0658	Kap. Rock near ruined Kap battery	13 13.37 N 74 44.27 E	Fl(3)W 20s	43	24	White masonry tower, black bands 27	(fl 0.2, ec 3.8) x 2, fl 0.2, ec 11.8
--	*	.. *	AIS	..	..	..	MMSI No 004192238
F0668.5	Kasaragod	12 30.30 N 74 58.40 E	Fl(3)W 20s	36	26	White 8-sided concrete tower, black bands 30	(fl 0.5, ec 2) x 2, fl 0.5, ec 14.5 Storm Signals
--	*	.. *	AIS	..	..	..	MMSI No 004192240
F0669.5	Kotte Kunnu. Mount Dilli	12 00.35 N 75 12.15 E	Fl(2)W 20s	70	18	White triangular masonry tower, red bands 18	
--	*	.. *	Racon	..	..	..	ILRS Vol 2 Station 79045
--	*	.. *	AIS	..	..	..	MMSI No 004192241
F0689	Beypore	11 09.48 N 75 48.35 E	Fl(2)W 15s	32	24	White 8-sided masonry tower, red bands 30	Sig Stn. Storm signals
--	*	.. *	Racon	..	..	..	ILRS Vol 2 Station 79047
--	*	.. *	AIS	..	..	..	MMSI No 004192242
F0698	- Cochin (Vypin)	09 59.90 N 76 13.30 E	Fl(4)W 20s	49	28	White round concrete tower, red bands 46	(fl 0.4, ec 2.9) x 3, fl 0.4, ec 9.7
--	*	.. *	Racon	..	..	..	ILRS Vol 2 Station 79080
--	*	.. *	AIS	..	..	..	MMSI No 004192244
F0706	Alleppey	09 29.63 N 76 19.25 E	Fl W 15s	33	25	White round masonry tower, red bands 28	fl 0.8. F R light on radio mast 4.5 M N.
--	*	.. *	AIS	..	..	..	MMSI No 004192245
F0726	Cape Comorin (Kanniyakumari)	08 04.90 N 77 32.77 E	Fl(2)W 20s	63	29	White square masonry tower, red bands 30	fl 0.7, ec 3.3, fl 0.7, ec 15.3. May be difficult to identify due to the illumination of Thiruvalluvar statue near Cape Comorin
--	*	.. *	Racon	..	..	..	ILRS Vol 2 Station 79096
--	*	.. *	AIS	..	..	..	MMSI No 004192248

## 7.3

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F0730	Manappad Point	08 22.30 N 78 04.12 E	FI(2)W 10s	45	23	White round masonry tower, red diagonal stripes	fl 0.3, ec 1.5, fl 0.2, ec 8.1 Vis 115°- 070° (315°)
-		..	Racon	..	..	..	ILRS Vol 2 Station 79098
-	*	.. *	AIS	.. *	.. *	.. *	TR 2013 MMSI No 004194415
F0738	Kilakkarai	09 13.50 N 78 46.92 E	FI W 15s	35	19	White 6-sided concrete tower, red bands	
-	*	.. *	AIS	.. *	.. *	.. *	MMSI No 004194417
F 0901.7	Ammappattinam	10 00.65 N 79 13.75 E	FI(2)W 15s	49	19	Circular RCC black & white bands	fl 0.5, ec 2, fl 0.5, ec 12
- -	*	.. *	AIS	.. *	.. *	.. *	MMSI No 004194419
F0902	Kodikkarai	10 16.85 N 79 49.40 E	FI W 10s	45	20	White round masonry concrete tower, red bands	
-	*	.. *	AIS	.. *	.. *	.. *	MMSI No 004194420
F0932	Mahabalipuram	12 36.95 N 80 11.50 E	FI W 10s	42	30	Round masonry tower	fl 0.4
-	*	.. *	AIS	.. *	.. *	.. *	MMSI No 004194424
F0936	- Madras (Chennai)	13 02.39 N 80 16.77 E	FI(2)W 10s	57	28	White triangular tower, red bands	fl 0.3, ec 2.2, fl 0.3, ec 7.2
- -		..	Racon	..	..	..	ILRS Vol 2 Station 79135
- -	*	.. *	AIS	.. *	.. *	.. *	MMSI No 004194425
F0951	Armagon	13 53.55 N 80 12.20 E	FI W 15s	33	26	White round concrete tower, red bands	fl 0.4
- -	*	.. *	AIS	.. *	.. *	.. *	MMSI No 004194427
F0952	Krishnapatnam	14 17.14 N 80 08.27 E	FI(3)W 15s	34	18	White hexagonal RCC tower, black bands	(fl 0.5, ec 2) x 2, fl 0.5, ec 9.5
-		..	Racon	..	..	..	ILRS Vol 2 Station 79160
-	*	.. *	AIS	.. *	.. *	.. *	MMSI No 004194428
F0955	Machilipatnam	16 14.91 N 81 14.02 E	FI(3)W 20s	49	26	White round concrete tower, black bands	(fl 0.5, ec 2) x 2, fl 0.5, ec 14.5
-	*	.. *	AIS	.. *	.. *	.. *	MMSI No 004194432
F0957	Narasapur. Antervedi	16 19.02 N 81 43.55 E	FI(2)W 15s	29	27	White square masonry tower, red bands	fl 0.4, ec 3.4, fl 0.4, ec 10.8
- -		..	Racon	..	..	..	ILRS Vol 2 Station 79173
- -	*	.. *	AIS	.. *	.. *	.. *	MMSI No 004194433
F0970	- Dolphin's Nose	17 40.53 N 83 17.68 E	FI W 10s	173	32	White square tower, black bands	fl 0.3. F R on radio masts 240m NW
- -		..	Racon	..	..	..	ILRS Vol 2 Station 79180
- -	*	.. *	AIS	.. *	.. *	.. *	MMSI No 004194437
F0982	Kalingapatnam	18 20.43 N 84 07.31 E	FI(3)W 15s	35	25	6-sided masonry tower	
-	*	.. *	AIS	.. *	.. *	.. *	MMSI No 004194439

## 7.4

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F0985	Baruva	18 52.08 N 84 35.08 E	Fl W 15s	30	20	White RCC tower, black bands	
- -	*	.. *	AIS	.. *	.. *	.. *	MMSI No 004194440
F0988	Gopalpur	19 15.35 N 84 54.40 E	Fl W 5s	45	26	White round masonry tower, red bands 32	fl 0.2.
-	*	.. *	RC Racon	..	..	..	ILRS Vol 2 Station 79190
-	*	.. *	AIS	..	..	..	MMSI No 004194441
F1003	Chandrabhaga	19 52.00 N 86 06.50 E	Fl W 10s	36	26	White round masonry tower, red bands 30	fl 0.3
- -	*	.. *	AIS	.. *	.. *	.. *	MMSI No 004194443
F1129	Yetagun Gas Field	13 08.46 N 96 52.41 E	Lit	..	10	Platform	Other installations, some marked by lights, exist in this field
-	*	.. *	Racon	.. *	.. *	.. *	ILRS Vol 2 Station 79630
F1130	-	13 02.91 N 96 52.42 E	Lit	..	10	Platform	
-	*	.. *	Racon	.. *	.. *	.. *	ILRS Vol 2 Station 79625
F1202	- Ross Island	13 17.95 N 93 04.58 E	Fl(2)W 20s	40	10	White Square masonry tower 7	fl 1, ec 2, fl 1, ec 16 TE 2014
F1207	- Perseverance Point	11 41.43 N 92 44.65 E	Fl W 10s	10	10	White tower, orange bands 5	TE 2014
F1478.4	Kuala Kedah 1G. 2R	06 05.19 N 100 14.85 E	Q R	5	5	Red Column On Piles	TE 2014
F1694.62	PULAU BATAM - Pulau Lumba Besar. Tg Lumba	01 04.60 N 103 50.51 E	Fl(2)Y 10s	7	10	Yellow x on yellow beacon	fl 0.5,ec 2.5, fl 0.5, ec 6.5. Ra refl
*	*	* * *	*	*	*	*	*
F1694.63	MAIN STRAIT - Pulau Pemping Besar. Tg Mongkol	01 05.11 N 103 48.87 E	Fl(2)Y 10s	7	10	Yellow x on yellow beacon	fl 0.5,ec 2.5, fl 0.5, ec 6.5.
*	*	* * *	*	*	*	*	*
F1694.64	- -	01 06.42 N 103 48.38 E	Fl(2)G 10s	7	10	Green Δ on green beacon	fl 0.5,ec 2.5, fl 0.5, ec 6.5. Ra refl
*	*	* * *	*	*	*	*	*
F1694.65	- -	01 06.37 N 103 48.32 E	Fl(2)R 10s	7	10	Red □ on red beacon	fl 0.5,ec 2.5, fl 0.5, ec 6.5. Ra refl
*	*	* * *	*	*	*	*	*
F1694.66	- -	01 06.39 N 103 48.30 E	Fl(2)R 10s	7	10	Red □ on red beacon	fl 0.5,ec 2.5, fl 0.5, ec 6.5. Ra refl
*	*	* * *	*	*	*	*	*

**SECTION – VIII**  
**CORRECTION TO LIST OF RADIO SIGNALS**

**INP 31(1), 2014**

(Last correction: Edition No. 11 dated 01 Jun 2014)

COAST RADIO STATIONS

**PAGE 36, QATAR, Insert entry above DOHA RADIO (A7D) QATAR TELECOMMUNICATION:**

<b>DOHA JRCC</b>		<b>25° 30'.02N 51° 25'.26E</b>
 +974 4421 8649 +974 4498 0354	 +974 4489 0379 +974 4421 8538	
NOTE: Located close to Doha (Ooredoo) Radio (A7D).		

(Source: BA 47/14)

(22/14)

**PAGE 36, QATAR, DOHA RADIO (A7D) QATAR TELECOMMUNICATION, Contacts table.**

Delete entry and replace by:

<b>DOHA RADIO (A7D) OOREDOO (QATAR TELECOMMUNICATION)</b>		<b>25° 30'.01N 51° 27'.25E (Rx)</b>
MMSI 004661010	DSC VHF MF HF	OBS
 Doha Radio: +974 44404088 & 44864444 Doha Port (SAR): +974 44434377 & 44042735	 Doha Radio: +974 44980360 Doha Port (SAR): +974 44042738	e-mail: Doha Radio: a7d@ooredoo.qa Doha Port Radio(SAR): marine.servicers@mwani.com.qa Doha Port Security: H.A.ALMAQEEF@mwani.com.qa
NOTES: 1. Station accepts <b>Ship's Weather Reports</b> addressed METEO DOHA. 2. Tx position is: 25° 42'N 51° 35'E		

(Source: BA 47/14)

(22/14)

**INP 31(2), 2014**

(First correction for New Edition 2014)

RADAR BEACONS

**PAGE 4, MAURITIUS,  
74260 Port Louis Lt Bn**

Delete entry and replace by:

<b>Port Louis Lt Bn No 2</b>	20°08'.26S 57°28'.91E	3 & 10 cm	5-7 nm	<b>T</b>	<b>74260</b>
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(Source: BA 42/14)

(22/14)

**PAGE 14, UNITED ARAB EMIRATES (Persian Gulf Coast) (Contd...),**

Delete entry 77180 Ghasha Buoy

(Source: BA 41/14)

(22/14)

PAGE 24,  
Insert entry above MALAYSIA (West Coast),

MYANMAR (BURMA)								
Yetagun Gas Field Platform B	13°02'.89N 96°52'.36E					Q		79625
Yetagun Gas Field Platform D	13°08'.78N 96°52'.81E					Q		79630

(Source: BA 44/14)

(22/14)

### AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 40,  
Insert entry above MALAYSIA (East Coast),

MADAGASCAR (647)					
Majunga Lt Buoy CNE 1	15°39'.68S 46°18'.02E	996470001		Real	
Majunga Lt Buoy CNE 6	15°41'.30S 46°17'.10E	996470006		Real	

(Source: BA 44/14)

(22/14)

### INP 31(5), 2011

(Last correction: Edition No. 14 dated 16 Jul 2014)

PAGE 176, Chapter 10, DISTRESS, SEARCH AND RESCUE, QATAR, Contacts table,  
Delete row 4 & 5 DOHA PORT (Hr Master) AND DOHA (A7D) and replace by:

JRCC DOHA	44218649 44980354	44890379 44218538	
DOHA PORT (SAR)	44434377 44042735	44042738	<b>SAR</b> email: marine.services@mwani.com.qa
DOHA (A7D)	44404088 44864444	44980360	e-mail: a7d@ooredoo.qa

(Source: BA 47/14)

(22/14)

### INP 31(6), 2012

(Last correction: Edition No. 18 dated 15 Sep 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.

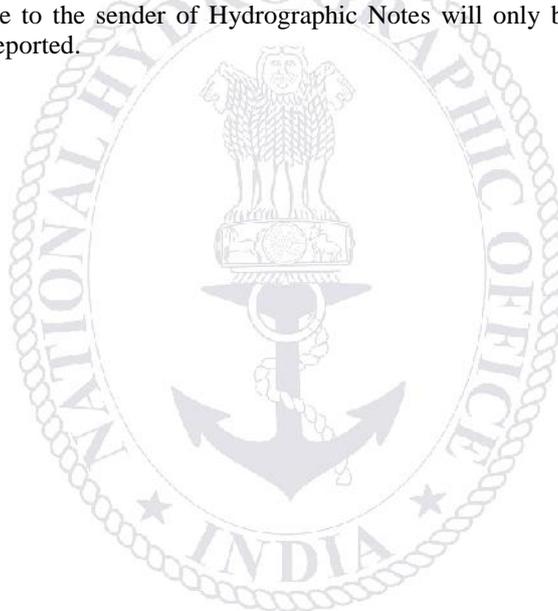
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be 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.

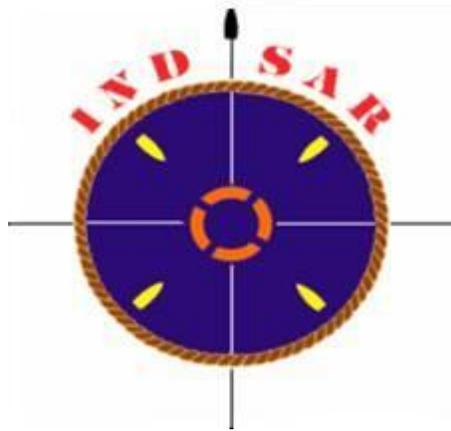


<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object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

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

<b>7. TUGS (Continued)</b>	
Requesting authority	
Availability timing / Communication	
Hiring charges	
<b>8. BERTHING AND WHARVES</b>	
Type & Number of berths available	
Length	
Depth alongside	
Facilities available	
Procedure for requesting berth & hiring charges	
<b>9. CARGO HANDLING</b>	
Containers	
Lighters & Ro-Ro etc.	
<b>10. CRANES</b>	
Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach	
Container handling facilities	
<b>11. BRIDGES</b>	
Vertical clearance	
<b>12. REPAIRS</b>	
Hull machinery and underwater	
Ship and Boat yards	
Docking or Slipway facilities (Size/ Dimensions of vessels handled)	
Hards and Ramps	
Divers / Diving assistance	
<b>13. SERVICES</b>	
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	

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



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

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