

INDIAN NOTICES TO MARINERS



EDITION NO. 14 DATED 16 JUL 2015

(CONTAINS NOTICES 122 TO 129)

REACH US 24 x 7



in的角度@nic.in
msis-in的角度@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

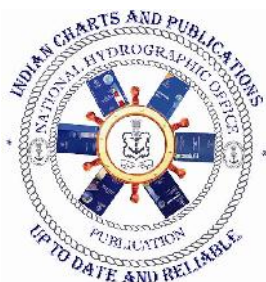
WWW
www.hydrobharat.gov.in

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

FEEDBACK: msis-in的角度@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. 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'S AND PUBLICATION

1. The new Indian Chart that is available for mariners in the market is 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>
3005	15-06-2015	GOPALPUR PORT Limits 19° 13'.70N; 84° 53'.90E. 19° 21'.50N; 85° 04'.97E.	30,000	5	Rs. 1870.00
		MACHILIPATNAM ANCHORAGE Limits 16° 05'.00N; 81° 08'.36E. 16° 14'.83N; 81° 21'.30E.	35,500		Rs. 1870.00

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>
3005	28-03-2008	GOPALPUR PORT	3005	15-06-2015
		MACHILIPATNAM ANCHORAGE		

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>
IN53005A	3005	MACHILIPATNAM ANCHORAGE	13-07-2015
IN53005B		GOPALPUR PORT	

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>
IN53005M	3005	MACHILIPATNAM ANCHORAGE	07-08-2009
IN53005G		GOPALPUR PORT	

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2037	VALINOKKAM ANCHORAGE; VAPPALODAI ANCHORAGE	30,000	New Chart
2047	PLANS IN LAKSHADWEEP: KADMAT ISLAND	25,000	New Chart
	AMINI ISLAND	40,000	
	CHETLAND ISLAND	35,000	
	KALPITTI TO PARALI ISLAND	50,000	
2116	KORI CREEK	37,500	New Chart
2521	ALDABRA ISLAND	15,000	New Chart
4006 (INT 7449)	PORT BLAIR	15,000	New Chart

VI

Availability of ENCs.

The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENCs 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 Web site: www.ukho.gov.uk	M/s Jeppesen Norway AS Hovalandsveien 52 PO Box 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: enc@jeppesen.com , info@c-map.co.no Website: www.jeppesen.com
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: -data@ecc.no Website: - www.primar.org	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad- 500 034 Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com



SECTION – I

The list of charts affected by the Notices 122 to 129 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	128 (T)
22 (INT 752)	3	128 (T)
31	5	129 (T)
32 (INT 754)	5	129 (T)
33	5	129 (T)
207	2	123
211	3	128 (T)
254 (INT 7331)	2	123
255 (INT 7334)	3	128 (T)
292 (INT 7021)	2	123, 128 (T)
293 (INT 7022)	3	128 (T)
308	5	129 (T)
352 (INT 7416)	5	129 (T)
354 (INT 7408)	5	129 (T)
355 (INT 7405)	5	122, 129 (T)
357 (INT 7397)	5	129 (T)
391	5	129 (T)
2015 (INT 7337)	3	128 (T)
2016 (INT 7336)	3	128 (T)
2026	2	124
2040	2	127 (T)
2042	3	125
2043	3	126
2046	3	126

SECTION – II

PERMANENT NOTICES

***122 (14/15) Miscellaneous updates to charts.**

Source: NHO Dehradun.		
Chart	Previous Updates	Details
355 (INT 7405)	<i>116/15</i>	Insert Chart No.3005 and Magenta limit as follows: 16° 05′.00N., 81° 08′.36E. 16° 14′.83N., 81° 08′.36E. 16° 14′.83N., 81° 21′.30E. 16° 05′.00N., 81° 21′.30E. 16° 05′.00N., 81° 08′.36E.
		Delete Chart No.3005 and Magenta limit as follows: 16° 05′.00N., 81° 08′.80E. 16° 14′.83N., 81° 08′.80E. 16° 14′.83N., 81° 21′.50E. 16° 05′.00N., 81° 21′.50E. 16° 05′.00N., 81° 08′.80E.

***123 (14/15) INDIA – WEST COAST – Diu Head to Gopnath Point – Wreck.**

Source: VTS Khambhat.

Chart 292 (INT 7021) [previous update 111/15]

Insert

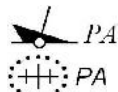


20° 59′.00N., 71° 41′.10E.

20° 59′.60N., 71° 42′.80E.

Chart 254 (INT 7331) [previous update 111/15]

Insert



20° 58′.97N., 71° 41′.11E.

20° 59′.57N., 71° 42′.81E.

Chart 207 [previous update 058/15]

Insert



20° 59′.00N., 71° 41′.10E.

20° 59′.60N., 71° 42′.80E.

***124 (14/15) INDIA – WEST COAST – Revadanda Port & Daman Anchorage – Tower.**

Source: IH – 102, INS Sutlej.

Chart 2026 [previous update 203/14]

Insert



Water TR (30)

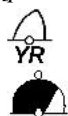
20° 24′.80N., 72° 50′.13E.

***125 (14/15) INDIA – WEST COAST – Approaches to Malvan – Buoys. Wreck.**

Source: IH – 102, INS Sutlej.

Chart 2042 [previous update 201/14]

Delete



15° 56′.02N., 73° 32′.20E.

15° 53′.23N., 73° 27′.72E.

***126 (14/15) INDIA – WEST COAST – Vengurla Anchorage and Redi Anchorage – Wreck. Buoy.**

Source: IH – 102, INS Sutlej.

Chart 2043 [previous update 201/14]

Insert Bridge, single firm line joining;

15° 38′.12N., 73° 45′.56E.

15° 37′.90N., 73° 45′.58E.

and

15° 38′.13N., 73° 45′.57E.

15° 37′.90N., 73° 45′.59E.

15° 53′.23N., 73° 27′.72E.

Delete

**Chart 2046** [previous update 101/15]

Insert



15° 45′.07N., 73° 39′.27E

15° 45′.03N., 73° 39′.34E.

15° 44′.98N., 73° 39′.28E.

15° 44′.97N., 73° 39′.33E.

15° 44′.94N., 73° 39′.36E.

15° 45′.03N., 73° 38′.48E.

15° 45′.00N., 73° 39′.07E.



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***127(T)/(14/15) INDIA – WEST COAST – Porbandar Port – Jetty.**

Source: IH 102, INS Satpura.

1. North end of GMB jetty reported damaged near curved portion. Underwater obstructions reported in vicinity of damaged portion.
2. Mariners are advised to navigate with caution and contact local port authorities for more information.

Chart Affected – 2040.

***128(T)/(14/15) INDIA – WEST COAST – Port of Mumbai – Racon.**

Source: DLL Mumbai.

1. RACON Code G of Prongs reef lighthouse in position 18° 52'.75N., 72° 47'.99E is inoperative.
2. Mariners are advised to contact local port authorities for more information.

Chart Affected – 21 – 22 – 292 (INT 7021) – 293 (INT 7022) – 255 (INT 7334) – 211 – 2016 (INT 7336) – 2015 (INT 7337).

***129(T)/(14/15) INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.**

Source: NIO Goa.

1. Underwater Acoustic Doppler Current Profiler (ADCP) mooring deployed by National Institute of Oceanography, Goa in following positions:–

ADCP Mooring	Positions		Depth (in metres)	Charts affected
BOPS6	12° 06'.05N	80° 06.25E	177	32 (INT 754) – 33 – 357 (INT 7397).
BOPD6	12° 00'.32N	80° 12'.30E	180, 680	32 (INT 754) – 33 – 357 (INT 7397).
*BOKS6	16° 15'.11N	82° 07'.07E	199	31 – 32 (INT 754) – 355 (INT 7405) – 391.
BOKD6	16° 06'.22N	82° 12'.27E	236	31 – 32 (INT 754) – 355 (INT 7405) – 391.
BSVS5	17° 03'.55N	83° 03'.57E	170	31 – 32 (INT 754) – 391 – 354 (INT 7408).
BOVD5	17° 45'.33N	84° 03'.55E	165, 574, 979	31 – 32 (INT 754) – 308 – 354 (INT 7408) – 391.
BOVS6	17° 47'.21N	83° 58'.33E	183	31 – 32 (INT 754) – 308 – 354 (INT 7408) – 391.
BSGS5	18° 35'.40N	84° 52'.40E	168	31.
BOGS7	19° 25'.08N	85° 42'.14E	175	31 – 352 (INT 7416).
BOGD7	19° 23'.56N	85° 47'.20E	197, 603, 1030	31 – 352 (INT 7416).
BNBD7	19° 01'.82N	88° 56'.09E	310, 420, 425	31.

* Indicates new or revised entries.

2. All positions referred to WGS 84 datum.
3. Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.
4. **Former INM 100(T)//15 is cancelled.**

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. **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 Thuraya, 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.

7. **CAUTIONARY NOTE**

There is a finite amount of lag between publication of large and small scale Indian Nautical Charts. To avoid uncertainty the mariners are advised to use large scale charts for coastal navigation wherever applicable and available. In addition, mariners are to refer large scale charts in conjunction with small scale charts in areas where both overlap during both planning and conduct of passage.

Distribution of Indian Paper Charts and Nautical Publications

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

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

List of Indian Chart Agents.

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg	EW Liner Charts & Publication (India) 2/524 Sundeep Road, Chinna Neelangerai, Chennai 600041 Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: maritimeindia@airtelmail.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@vsnl.com, sales@ccmarine.in	Gujarat Pipavav Port Limite PO – Ucchayya, Dist.- Amereli Gujarat – 365 560 Tele:- 91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 6510 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: RajShekhar.Chakravorty@jeppesen.com, info@jeppesen.com Website: www.jeppesen.com
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 Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +919937064299 Email: ashiskantha@gmiindia.in Web: www.gmiindia.in
Lift O Marine Allen's Mansion, C6 Nungi Station Road, Kolkata – 700140 Mob: +91 9836972027 / 8902228463 Email: sankar@liftomarine.org / liftomarine77@gmail.com Web: www.liftomarine.org	M/s L. R. Marine Services 301, 3rd Floor, Biryra 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
M/s Engineering Logistics Executive Multi Services Elems Charts, Door No: 61-4-45-A/4, Prakash Nagar Malkapuram Visakhapatnam - 530 011 Mob: +91 9133871827 Email: sales@elemscharts.in Web: www.elemscharts.in	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills, Hyderabad- 500 034 Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 015 Mob: +91 7926923982 Email: jyoti@aatash.com, zubin@aatash.com	

SECTION – V
NAVAREA – VIII WARNINGS IN FORCE

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings in force as on 15 Jul 15:

<u>2014 SERIES</u> – 398 614 676
<u>2015 SERIES</u> – 124 161 178 206 247 287 288 298 309 334 386 395 406 407 408 423 438 439 445 450 458 459 470 478 484 486 494 496 498 500 501 502 503

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

473. Cancel NAVAREA VIII 415 654/14 410 436 463 469 471/15 and this MSG.																								
474. Cancel NAVAREA VIII 421. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 021002Z UTC Jul15																								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">ABAN II</td> <td style="width: 25%;">16-39.14N</td> <td style="width: 25%;">082-22.72E</td> </tr> <tr> <td>ACTINIA</td> <td>16-14.51N</td> <td>082-09.64E</td> </tr> <tr> <td>DDKG-2</td> <td>16-32.85N</td> <td>082-32.41E</td> </tr> <tr> <td>PLATINUM EXPLORER</td> <td>16-27.70N</td> <td>082-27.00E New</td> </tr> <tr> <td>GSF-140</td> <td>16-20.01N</td> <td>082-19.01E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-17.39N</td> <td>082-10.29E</td> </tr> <tr> <td>SAGAR VIJAY</td> <td>16-15.30N</td> <td>082-10.67E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-22.73N</td> <td>082-01.39E</td> </tr> </table>	ABAN II	16-39.14N	082-22.72E	ACTINIA	16-14.51N	082-09.64E	DDKG-2	16-32.85N	082-32.41E	PLATINUM EXPLORER	16-27.70N	082-27.00E New	GSF-140	16-20.01N	082-19.01E	NOBLE DUCHESS	16-17.39N	082-10.29E	SAGAR VIJAY	16-15.30N	082-10.67E	SAGAR RATNA	16-22.73N	082-01.39E
ABAN II	16-39.14N	082-22.72E																						
ACTINIA	16-14.51N	082-09.64E																						
DDKG-2	16-32.85N	082-32.41E																						
PLATINUM EXPLORER	16-27.70N	082-27.00E New																						
GSF-140	16-20.01N	082-19.01E																						
NOBLE DUCHESS	16-17.39N	082-10.29E																						
SAGAR VIJAY	16-15.30N	082-10.67E																						
SAGAR RATNA	16-22.73N	082-01.39E																						
2. Wide berth requested.																								
475. Andaman Sea – South Andaman. Charts 33 41 405 473 INT 71 INT 706. Firing practice on Two mtr rock (Passage Island) scheduled on 05 Jul 15 From 0600-1000 UTC in area bounded by 11-17N 092-34E, 11-05N 092-34E, 11-05N 092-48E, 11-17N 092-48E. Safe flying Ht 6000 m.																								
2. No vessel permitted in danger area.																								
3. Cancel this MSG 051100 UTC Jul 15.																								
476. Indian Ocean – Bay of Bengal. Charts 32 33 356 INT 70 INT 71 INT 706. PSLV launch scheduled from 13-43.9N 080-14.2E from 10 - 12 Jul 15 from 1615-1815 UTC.																								
2. Danger zone as follows:-																								
(a) <u>Zone 1</u> Circle of 10 NM around launcher.																								
(b) <u>Zone-2</u>																								
(I) 13-10N 080-25E (II) 13-25N 080-40E																								
(III) 12-45N 081-15E (IV) 12-30N 081-00E																								
(c) <u>Zone-3</u>																								
(I) 11-30N 081-35E (II) 11-50N 082-00E																								
(III) 10-55N 082-45E (IV) 10-35N 082-20E																								
(d) <u>Zone-4</u>																								
(I) 10-10N 082-35E (II) 10-35N 083-00E																								
(III) 09-55N 083-30E (IV) 09-30N 083-05E																								
(e) <u>Zone-5</u>																								
(I) 08-25N 083-20E (II) 08-25N 083-50E																								
(III) 07-35N 083-50E (IV) 07-35N 083-20E																								
(f) <u>Zone-6</u>																								
(I) 05-40S 082-00E (II) 05-40S 083-10E																								
(III) 07-30S 083-00E (IV) 07-30S 081-50E																								
(g) <u>Zone 7</u>																								
(I) 40-45S 076-55E (II) 40-45S 079-15E																								
(III) 46-45S 078-25E (IV) 46-45S 076-05E																								
3. Cancel this MSG 121915 UTC Jul 15.																								
477. Cancel NAVAREA VIII 233 241 415 586/14 385 429 456 457/15 and this MSG. INTM 121(T) 120(T) 113 120(T) 116 112 111 119 refers.																								
478. India West Coast – Bhavnagar. Charts 21 208 254 292 INT 71. Anchor loss with cable reported in position 21-40.30N 072 -25.06E.																								

479. India East Coast – North Bay of Bengal. Charts 31 INT 71 INT 706. Yellow coloured unmanned fishing boat reported adrift in vicinity of 19-35N 089-13E ON 03 Jul 15.
480. NAVAREA VIII Warnings in force as on 03 Jul 2015 2014 Series – 398 438 614 676 2015 Series – 124 154 161 178 206 247 287 288 298 309 334 386 395 406 407 408 423 438 439 441 445 446 450 452 454 458 459 466 470 474 475 476 477 478 479 Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on www.hydrobharat.nic.in . 2. Cancel this MSG 101006 UTC Jul 15.
481. India East Coast – North Bay of Bengal. Charts 31 INT 71 INT 706. Unmanned Dinghi with blue hull and white tarpaulin reported adrift in vicinity of 20-09.02N 088-46.45E.
482. Cancel NAVAREA VIII 441/15. INDIAN Ocean – SW Part. Charts INT 70. Capsized catamaran reported adrift in vicinity 27-51.7S 063-01.6E on 05 Jun 15. Present EP between 27S–31S and 065E – 070E. 2. Report sighting to MRCC Cape Town.
483. Cancel NAVAREA VIII 438/14 and this MSG. INTM 155/14 refers.
484. Indian Ocean – Gulf of Kachchh. Charts 21 203 251 291 INT 71. Salaya channel buoy Chandri reported drifted to 22-35.63N 069-15.68E. Buoy located in middle of DW Route. 2. Caution advised.
485. Cancel NAVAREA VIII 479/15 and this MSG.
486. India West Coast – Karwar. Charts 22 215 216 293 INT 71. R2 (14-44.40N 074-07.41E) AND G3 (14-45.02N 074-07.60E) buoys removed for maintenance.
487. India West Coast – Off Trivandrum. Charts 22 32 222 260 INT 71 INT 706. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 15 Jul 15 from 0530-0730 UTC. 2. Danger Zones (a) Sector of radius 05 NM from Thumba between azimuth 190 and 300. (b) Sector of radii 45 and 75 NM from Thumba between azimuth 220 and 260. 3. No over flight and shipping permitted in danger zone. 4. Cancel this MSG 150830 UTC Jul 15.
488. North Indian Ocean. Charts INT 71 INT 706. SLFV Navina-02 reported adrift with crew since 080515 UTC Jul 15 in vicinity of 00-07S 078-06E.
489. Sri Lanka East Coast. Charts 33 358 INT 71 INT 706. SLFV Mihiru Putha reported adrift with crew since 080900 UTC Jul 15 in vicinity of 09-58N 081-02E.
490. Cancel NAVAREA VIII 481/15 and this MSG.
491 North Indian Ocean. Charts 23 INT 71 INT 706. SLFV Sankalpa-03 reported adrift with crew since 100600 UTC Jul 15 in vicinity of 02-55N 079-38E.
492. India West Coast – Lakshadweep Sea. Charts 22 32 INT 71 INT 706. SLFV Iresha Duwa reported adrift with crew since 08 Jul 15 in vicinity of 06-13N 076-11E.
493. Cancel NAVAREA VIII 489/15 and this MSG.
494. NAVAREA VIII WARNINGS IN FORCE AS ON 10 JUL 2015 2014 SERIES – 398 614 676 2015 SERIES – 124 154 161 178 206 247 287 288 298 309 334 386 395 406 407 408 423 438 439 445 446 450 452 454 458 459 470 474 476 478 482 484 486 487 488 491 492 493 (a) NAVAREA VIII Warnings less than 42 days old (395/15 onward) promulgated via SafetyNET (b) Text of NAVAREA VIII Warnings inforce including those which no longer broadcast available on www.hydrobharat.nic.in . 2. Cancel this MSG 171004 UTC Jul 15.
495. Cancel NAVAREA VIII 476/15 AND this MSG.
496. Bay of Bengal – Off Bangladesh. Charts 31 360 361 INT 70 INT 706. BN Ships progressing firing daily till 31 Jul 15 from 2200-1700 UTC in areas bounded by (a) 21-20.83N 090-34E, 21-41N 091-14E, 21-20.83N 091-28E, 21-00N 090-47.83E (b) 20-46N 090-00E, 20-58N 090-17E, 20-40N 090-38E, 20-28N 090-22E (d) 20-07N 090-52E, 20-22N 091-06E, 20-00N 091-36E, 19-44N 091-21E (d1) 20-22N 091-06E, 20-46.5N 091-31E, 20-24N 091-59E, 20-00N 091-36E (e) 21-18N 089-31E, 21-18N 089-50E, 21-04N 089-54E, 21-04N 089-34E (f) 20-58N 089-34E, 20-58N 089-54E, 20-34N 089-54E, 20-34N 089-34E 2. Safe flying height for Areas B, D, E 12000m and A, D1, F 3000 m 3. No over flight and shipping permitted in danger areas on specified schedules.

497.	Cancel NAVAREA VIII 492/15 and this MSG.	
498.	India West Coast – Kochi Port. Charts 22 220 259 273 2029 INT 71 INT 706. Buoy – 15 in position 09-58.06N 076-14.01E reported unlit and broken with no top mark.	
499.	CANCEL NAVAREA VIII 154 AND THIS MSG. INTM 080/15 REFERS.	
500.	India West Coast – off Kerala. Charts 22 259 279 INT 71 INT 706. Firing by CG ship scheduled on 20 and 22 Jul 15 from 0930-1330 UTC in area bounded by 10-40N 075-20E, 10-40N 075-50E, 10-20N 075-20E, 10-20N 075-50E. 2. No over flight and shipping permitted in danger area on specified schedule. 3. Cancel this MSG 221430 UTC Jul 15.	
501.	India East Coast – Bay of Bengal. Charts 31 32 33 356 391 INT 706. CG aircraft firing practice scheduled daily from 22-31 Jul 15 from 0130-1130 UTC in area bounded by 13-30N 082-00E, 14-30N 082-00E, 14-30N 082-40E, 13-30N 082-40E. 2. Safe flying Ht 2 Km. 3. Cancel this MSG 311230 UTC Jul 15.	
502.	Cancel NAVAREA VIII 474. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 151003 UTC Jul15	
	ABAN II	16-39.14N 082-22.72E
	ACTINIA	16-14.51N 082-09.64E
	DDKG-2	16-32.85N 082-32.41E
	GSF-140	16-20.01N 082-19.01E
	NOBLE DUCHESS	16-17.39N 082-10.29E
	PLATINUM EXPLORER	16-27.70N 082-27.00E
	SAGAR RATNA	16-22.73N 082-01.39E
2.	Wide berth requested.	
503.	Cancel NAVAREA VIII 446 452 454 482 488 491/15 and this MSG.	

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
D6642	ILHA TAMBUZI -Ilha Tambuzi. E Point	11 22.12 S 40 38.98 E	FI(2) W 10s	35	11	White round masonry Tower, black bands 26	TE 2015 *
D 6904.1	-Moroni.Souadzou.Ldg Lt 106-5° . Rear. 220m from front	11 42.14 S 43 15.12 E	Q R	21	7	White minaret	Partially obscured by buildings. Unlit front beacon. TE 2012
D7404.51	-Ldg Lts 356°45´.Rear. 835m from front. No 4	26 12.19 N 50 39.48 E	Q(4)W 8s	9	..	Aluminium ▽ Between 2 red , on Metal tripod 8	
D7405.1	-Ldg Lts 106°53´.Rear. ASRY West	26 11.24 N 50 39.91 E	Q(4)W 8s	9	..	White ▽ on post	
D7450.8	-Tanaquib Outer Beacon	27 45.77 N 48 57.38 E	Q(7)G 14s				
D7452.21	- T-10	27 46.84 N 48 53.40 E	Q(8)R 15s				
D7662.8	Bandar-e-R g. Breakwater. Head	29 26.26 N 50 37.34 E	FI(2)R 6s	13	8		
D7673	B ol Kheyr	28 31.97 N 51 05.14 E	FI(2)G 6s	13	8		
D7751.1	KARĀCHI HARBOUR -	24 47.60 N 66 59.89 E	Oc W 7s	20	14	Framework tower	ec 2
D9118	SOROOSH OILFIELD -	29 03.18 N 49 30.02 E	Q(5)W	..	5	Platform	Numerous installations, some marked by lights and fog signals, exist in this field. All lights in this oilfield reported TE 2001
F1283	Pulau Trumon	2 48.58 N 97 35.61 E	FI W 5s	10	12	White beacon 10	fl 0-5
F1422	-Pulau Pelangkat	0 44.82 N 103 35.10 E	LFI W 8s	13	10	White metal framework tower 8	fl 2
	--	..	Racon	ILRS Vol 2 Station 86225
F1558.3	PORT LUMUT . SOUTH APPROACHES -Vale Malaysia Mineral Project Jetty	4 09.62 N 100 35.80 E	Q(3)G 10s	..	10	Green beacon	
F1558.4	PORT LUMUT . SOUTH APPROACHES -Vale Malaysia Mineral Project Jetty	4 09.31 N 100 36.04 E	Q(3)R 10s	..	10	Red beacon	

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 08 dated 16 Apr 2015)

NIL

INP 31(2), 2014

(Last correction: Edition No. 11 dated 01 Jun 2015)

PAGE 4, SOUTH AFRICA.

73950 Durban Approach Lt Buoy

Delete entry and replace by:

Durban Approach Lt Buoy	29°49'.64S 31°05'.67E	3	360°	12		B		73950
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(Source: BA 25/15)

(14/15)

INP 31(5), 2011

(Last correction: Edition No. 11 dated 01 Jun 2015)

NIL

INP 31(6), 2012

(Last correction: Edition No. 11 dated 01 Jun 2015)

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.

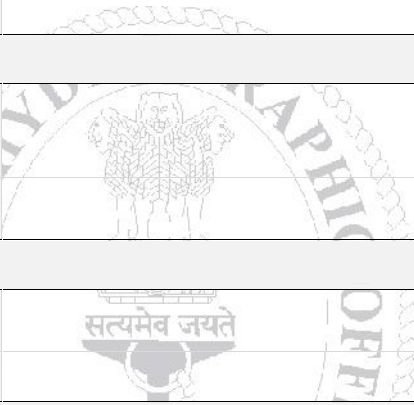

Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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