



# INDIAN NOTICES TO MARINERS



EDITION NO. 10 DATED 16 MAY 2019

(CONTAINS NOTICES 126 TO 135)

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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 after 31 Oct 14 carry NHO crest as watermark on the reverse with backslip. Chart Agent's stamp is 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 charts and publications. Failure to comply with the warning may invite legal action.**

### 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. Sl 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 some 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 Electronic Navigational Charts that are available for mariners in the market are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN3213VR	213	RATNAGIRI TO VENGURLA	08-05-2019
IN3214PV	214	VENGURLA TO BETUL	08-05-2019
IN2252HV	252	OKHA TO VERAVAL	08-05-2019
IN2256JM	256	MURUD-JANJIRA HARBOUR TO MALVAN	08-05-2019
IN2257CM	257	MALVAN TO COONDAPOOR	08-05-2019
IN42005R	2005	APPROACHES TO GODIA CREEK	08-05-2019

2. The new edition 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>
IN3218TK	218	KASARAGOD TO TELlicherry	03-05-2019

3. 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>
IN3213RV	213	RATNAGIRI TO VENGURLA	18-12-2013
IN3214VP	214	VENGURLA TO BETUL	13-03-2013
IN3218TK	218	KASARAGOD TO TELlicherry	26-09-2018
IN2252KV	252	OKHA TO VERAVAL	27-07-2016
IN2256MM	256	MURUD-JANJIRA HARBOUR TO MALVAN	11-05-2018
IN2257MC	257	MALVAN TO COONDAPOOR	30-03-2012
IN42005D	2005	APPROACHES TO GODIA CREEK	26-12-2017

**Availability of ENC's**

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

<p><b>United Kingdom Hydrographic Office</b> Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Web site: <a href="http://www.hydro.gov.uk">www.hydro.gov.uk</a></p>	<p><b>C-MAP Norway AS</b> Nyaskaiveien 2, 4379 Egersund, Norway Ph: +47 51 464700, +91 2262233326 Mob: +91 9820238542 Fax: +47 51 464701, +91 2267939504 Email: <a href="mailto:enc@c-map.com">enc@c-map.com</a>, <a href="mailto:info@c-map.co.no">info@c-map.co.no</a> Website: <a href="http://www.c-map.com">www.c-map.com</a></p>
<p><b>M/s Primar</b> 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></p>	<p><b>M/s IIC Technologies Limited</b> B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad - 500 034 Telangana Tel:+91 4039144444 Fax: +91 4039144455 Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a> Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></p>



**SECTION – I**

The list of charts affected by the Notices 126 to 135 contained in this edition is as follows:-

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
21	2	128, 133(P)
22 (INT 752)	3	129, 130
202	2	126, 127
203 (INT 7319)	2	133(P)
205	2	128
213	3	129
214	3	130
251 (INT 7318)	2	127
252 (INT 7325)	2	128, 133(P)
256 (INT 7340)	3	129
257 (INT 7343)	4	130
271	2	127
291	2	127
292 (INT 7021)	2	128
293 (INT 7022)	3	129, 130
2005	2	126
2020	3	130
2022 (INT 7345)	3	130
2033 (INT 7341)	2	133(P)
2078 (INT 7346)	3	130
2083 (INT 7339)	2	133(P)
2514 (INT 7739)	1	131
3017	5	134(T)
3038	5	134(T)
4205	6	132
7707 (INT 707)	1	135 (INT 707)

**SECTION – II****PERMANENT NOTICES****\*126 (10/19) INDIA – WEST COAST – Approaches to Godia Creek – Wreck.**

Source: ICGS Jakhu.

**Chart 202** [previous update 031/18]Insert  PA

23° 08'·50N., 68° 28'·90E.

**Chart 2005** [previous update 031/18]Insert  PA

23° 08'·50N., 68° 28'·90E.

**\*127 (10/19) INDIA – WEST COAST – Jakhau to Dwarka – Wreck.**

Source: NHO, Dehradun.

**Chart 291** [previous update 140/18]Insert  Wk

23° 08'·62N., 68° 29'·00E.

**Chart 271** [previous update 140/18]Insert  Wk

23° 09'·05N., 68° 28'·59E.

Substitute  Wk for: 



23° 08'·62N., 68° 29'·00E.

Delete 

23° 09'·40N., 68° 27'·80E.

**Chart 251 (INT 7318)** [previous update 109/19]Substitute  Wk for: 



23° 09'·05N., 68° 28'·59E.

 Wk for: 

23° 08'·62N., 68° 29'·00E.

**Chart 202** [previous update 126/19]Substitute  Wk for: 

23° 09'·05N., 68° 28'·59E.

 Wk for: 

23° 08'·62N., 68° 29'·00E.

**\*128 (10/19) INDIA – WEST COAST – Navibandar to Veraval – Wreck.**

Source: CGD HQ-I.

**Chart 21** [previous update 113/19]Insert  PA

21° 11'·58N., 69° 31'·65E.

**Chart 292 (INT 7021)** [previous update 113/19]Insert  PA

21° 11'·58N., 69° 31'·65E.

**Chart 252 (INT 7325)** [previous update 075/18]Insert  PA

21° 11'·58N., 69° 31'·65E.

**Chart 205** [previous update NC 28 Feb 19]Insert  PA

21° 11'·58N., 69° 31'·65E.



**\*129 (10/19) INDIA – WEST COAST – Ratnagiri to Vengurla – Wreck.**

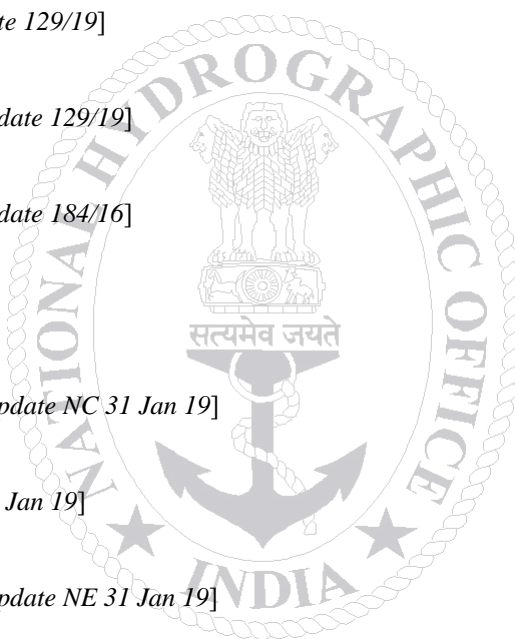
Source: CGDHQ-3.

**Chart 22 (INT 752)** [previous update 114/19]Insert  PA 16° 10'·00N., 73° 18'·00E.**Chart 293 (INT 7022)** [previous update 113/19]Insert  PA 16° 10'·00N., 73° 18'·00E.**Chart 256 (INT 7340)** [previous update 099/18]Insert  PA 16° 09'·95N., 73° 18'·04E.**Chart 213** [previous update 038/18]Insert  PA 16° 10'·00N., 73° 18'·00E.**\*130 (10/19) INDIA – WEST COAST – Port of Mormugao – Wreck.**

Source: Mormugao Port Trust.

**Chart 22 (INT 752)** [previous update 129/19]Insert  PA 15° 27'·15N., 73° 44'·30E.**Chart 293 (INT 7022)** [previous update 129/19]Insert  PA 15° 27'·15N., 73° 44'·30E.**Chart 257 (INT 7343)** [previous update 184/16]Insert  PA 15° 27'·09N., 73° 44'·34E.**Chart 214** [previous update 115/16]Insert  PA 15° 27'·15N., 73° 44'·30E.**Chart 2022 (INT 7345)** [previous update NC 31 Jan 19]Insert  PA 15° 27'·15N., 73° 44'·30E.**Chart 2020** [previous update NE 31 Jan 19]Insert  PA 15° 27'·15N., 73° 44'·30E.**Chart 2078 (INT 7346)** [previous update NE 31 Jan 19]Insert  PA 15° 27'·15N., 73° 44'·30E.**\*131 (10/19) INDIAN OCEAN –MAURITIUS – Port Louis – Wreck.**

Source: Mauritius Hydrographic Service.

**Chart 2514 (INT 7739)** [previous update 067/19]Insert  Wk 20° 09'·13S., 57° 28'·02E.**Chart 2514 (INT 7739) (Plan)** [previous update 067/19]Insert  Wk 20° 09'·13S., 57° 28'·02E.

<b>*132 (10/19)</b>	<b>Miscellaneous updates to charts.</b>	
Source: NHO.		
<b>Chart No.</b>	<b>Previous Updates</b>	<b>Details</b>
<b>4205</b>	<i>073/18</i>	For reprint chart 4205 (350.18)
		Apply INTM 050/17, 148/17
		Read Notices to Mariners list as “2016-156-172-2017-050-148-2018-073” for “2016-156-2018-073”



**SECTION – III****TEMPORARY AND PRELIMINARY NOTICES****\*133(P) (10/19) INDIA – WEST COAST – Gulf of Kachchh – sikka Creek – Construction Work.**

Source: HQODAG.

1. Construction and pipe laying work is in progress by crane vessel Sapura 2000 in the area bounded by the following coordinates:-

Sl. No.	Position
(a)	22° 30'·44N., 069° 50'·08E.
(b)	22° 29'·27N., 069° 51'·53E.
(c)	22° 28'·90N., 069° 51'·19E.
(d)	22° 30'·07N., 069° 49'·74E.

2. Mariners are advised to navigate with caution in the area and contact Port authority for latest information.

**Charts affected – 21 – 203 (INT 7319) – 252 (INT 7325) – 2033 (INT 7341) – 2083 (INT 7339).****\*134(T) (10/19) INDIA – WEST COAST – Approaches to Dhamra Port – Buoy.**

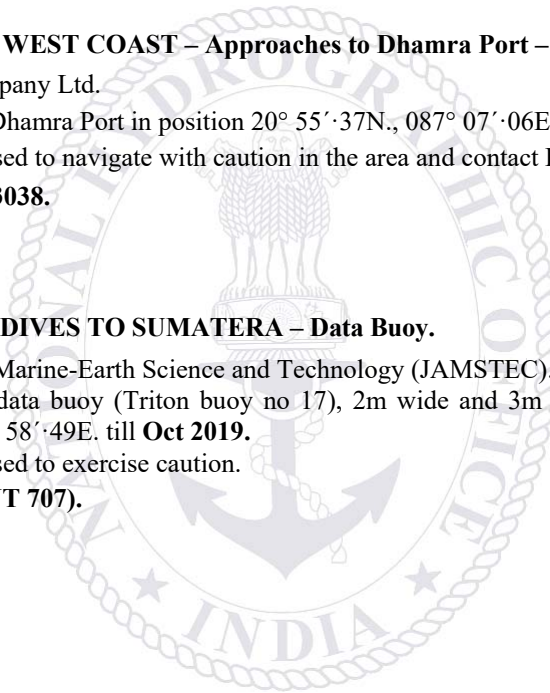
Source: Dhamra Port Company Ltd.

1. Fairway buoy of Dhamra Port in position 20° 55'·37N., 087° 07'·06E. missing after severe cyclone “FANI”.
2. Mariners are advised to navigate with caution in the area and contact Port authorities for latest information.

**Charts affected – 3017 – 3038.****\*135(T) (10/19) MALDIVES TO SUMATERA – Data Buoy.**

Source: Japan Agency for Marine-Earth Science and Technology (JAMSTEC).

1. A yellow colour data buoy (Triton buoy no 17), 2m wide and 3m height mast with radar reflector laid in positions 04° 56'·95S., 94° 58'·49E. till **Oct 2019**.
2. Mariners are advised to exercise caution.

**Charts affected –7707 (INT 707).**

## SECTION – IV

### MARINE INFORMATION

#### 1. NAVTEX TRANSMISSION

Status of MSI Promulgation by NAVTEX Stations is as follows:-

Mauritius (Cassis) - Operational

Seychelles (Mahe)-Operational

Following new Navtex stations along the Indian coast have commenced operations:-

<b>INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz</b>								
Sl.	Station Name	B1	Broad Cast Timings in UTC					
(a)	Veraval	H	0110	0510	0910	1310	1710	2110
(b)	Vengrula Point	J	0130	0530	0930	1330	1730	2130
(c)	Muttam Point	L	0150	0550	0950	1350	1750	2150
(d)	Porto Novo	O	0220	0620	1020	1420	1820	2220
(e)	Vakalpudi	Q	0240	0640	1040	1440	1840	2240
(f)	Balasore	S	0300	0700	1100	1500	1900	2300
(g)	Keating Point	V	0330	0730	1130	1530	1930	2330

#### 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.

#### 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.

#### 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 07 of 2018(01<sup>st</sup>April 2018).

(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) 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-Shevaharbour 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.

#### 8. **ADVISORY FOR ALL VESSELS NAVIGATING INDIAN WATERS**

(a) All vessels navigating in Indian waters are cautioned to keep a sharp look-out for fishing vessels and small crafts, as there have been several incidents of collisions with such vessels in the past resulting in loss of innocent lives as well as damage to property.

(b) It is further cautioned that all vessels need to exercise extreme care while navigating during hours of darkness as such vessels are generally of primitive built (wood/fibre/etc) due to which it may not be detected on ship's radar, especially during adverse weather conditions. Also, such vessels may not be properly lit, or sometimes, only one vessel may be lit among multiple vessels in a cluster.

(c) The general areas of concern on the west coast of India are the areas of convergence and divergence of traffic, mainly between Mangalore to Kanyakumari (Cape Comorin). Further, in these areas, additional caution needs to be exercised and wide berth be given to all such vessels.

(d) All fishing vessels are also cautioned to avoid fishing in areas having high density traffic. All fishing vessels are also required to always maintain proper lookout by sight, hearing and by all available means and comply with all applicable provisions of Collision Regulations.



### List of Indian Chart Agents

<p><b>OSA Books and Periodicals</b> R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a></p>	<p><b>M/s VDO Marine Insrtuments</b> Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow &amp; Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: <a href="mailto:atmain@md4.vsnl.net.in">atmain@md4.vsnl.net.in</a></p>
<p><b>M/s Global Charts &amp; Nav. Aids Pvt. Limited</b> 1A, Goa Mansion, Ground Floor, 58, Dr. SunderlalBahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: <a href="mailto:sales@globalcharts.in">sales@globalcharts.in</a> Web: <a href="http://www.globalcharts.com.sg">www.globalcharts.com.sg</a></p>	<p><b>SMS Marine Private Ltd</b> 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> , <a href="mailto:raj.chakravorty@smsmap.com">raj.chakravorty@smsmap.com</a> Web: <a href="http://www.smsmaps.co.in">www.smsmaps.co.in</a></p>
<p><b>M/s C &amp; C Marine Combine</b> 25 Bank Street, 1<sup>st</sup> Floor, Fort Mumbai - 400 023 Tel: 91-22- 22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: <a href="mailto:vijay@ccmarine.in">vijay@ccmarine.in</a>, <a href="mailto:sales@ccmarine.in">sales@ccmarine.in</a></p>	<p><b>M/s Global Marine Infratech Pvt. Ltd.</b> SikshaSandan, Ground Floor, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +91-9337477799, 7077702499 Email: <a href="mailto:tusarkantha@gmiindia.in">tusarkantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a></p>
<p><b>M/s JM Maritime Services</b> 24/24C Kavarana Building, Ground Floor, WadiBunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> , <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a></p>	<p><b>L. R. Marine Services</b> 301, 3rd Floor, Biry House, 265, PerinNariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-66359148 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></p>
<p><b>M/s Lift o Marine</b> Allen’s Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: <a href="mailto:sankar@liftomarine.org">sankar@liftomarine.org</a>, <a href="mailto:liftomarine77@gmail.com">liftomarine77@gmail.com</a> Web: <a href="http://www.liftomarine.org">www.liftomarine.org</a></p>	<p><b>IIC Technologies Limited</b> 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a> <a href="mailto:sanjeev.sharma@iictechnologies.com">sanjeev.sharma@iictechnologies.com</a> Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></p>
<p><b>M/s Zenith Surveys (I) Pvt. Ltd.</b> Lakhani’sPlam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: <a href="mailto:zenithsurveys703@gmail.com">zenithsurveys703@gmail.com</a> <a href="mailto:nyvmane@yahoo.com">nyvmane@yahoo.com</a> Web: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a></p>	

**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 – 2016.

2. NAVAREA VIII Warnings in force as on 15 May 19:-

<b>2017 SERIES</b> – 394 685 762 814 866
<b>2018 SERIES</b> – 222 375 428 471 661 758 818
<b>2019 SERIES</b> – 024 088 115 199 231 287 289 318 328 335 360 366 368 369 372 376 377 378 380
381 382 383 385 392 399 407 408 413 414 418 422 423 424 425 426 427 428 430 431 433 434
435 436 437 438 439

3. NAVAREA VIII Warnings issued during the period from 01 May 19 to 15 May 19 (both dates inclusive) are as tabulated below:-

<p><b>383. India West Coast – off Mumbai.</b> Chart IN 255 (INT 7334). RV Pacific Finder and Neptune Naiad with support vessels progressing seismic survey in area bounded by 18-49.19N 072-09.44E, 18-49.35N 072-25.33E, 18-38.71N 072-27.46E, 18-34.60N 072-23.14E, 18-34.40N 072-07.87E, 18-42.26N 072-07.86E. Vessels towing 3 cables of 130 metres with 200 metres spread. Wide berth requested.</p> <p>2. Cancel this MSG 311830 UTC May 19.</p>																
<p><b>384. Cancel NAVAREA VIII MSG 312/18 220/19 259 311 322 329 and this MSG. INTM 116/19 114/19 115/19 113/19 100/19 124(T)/19 SECTION VII (NTM EDN 09/19) refers.</b></p>																
<p><b>385. India West Coast – off Mumbai.</b> Charts IN 255 256 INT 752. MV Acoms11 progressing survey in areas bounded by (A) 19-42.47N 070-45.39E, 19-41.28N 072-09.73E, 18-54.89N 072-20.56E, 18-55.08N 071-46.56E, 18-55.74N 071-01.96E, 19-11N 070-50.88E (B) 18-49.20N 072-09.49E, 18-48.81N 072-28.67E, 17-58.73N 072-27.66E, 17-59.05N 072-08.58E (C) 18-39.62N 070-57.67E, 18-39.55N 071-04.70E, 18-33.30N 071-04.62E, 18-33.51N 070-57.51E. Wide berth requested.</p> <p>2. Cancel this MSG 311830 UTC May 19.</p>																
<p><b>386. India West Coast – off Daman.</b> Chart IN 209 254 (INT 7331). Firing by CG Aircraft scheduled on 03 May 19 from 0300 to 0700 UTC in danger area bounded within 20-26N to 20-40N and 072-27E to 072-40E. Wide berth from area advised.</p> <p>2. Cancel this MSG 030800 UTC May 19.</p>																
<p><b>387. SW Bay of Bengal.</b> Chart IN 33 (INT 755). SLFV Chenura2 reported adrift 06-48N 086-20E at 020430 UTC May 19.</p> <p>2. Cancel this MSG 050430 UTC May 19.</p>																
<p><b>388. SW Bay of Bengal.</b> Chart IN 33 (INT 755). SLFV Supun Putha2 reported caught in cyclonic storm at 302130 UTC Apr 19 at 13-10N 085-21E. Vessels transiting requested to assist.</p> <p>2. Cancel this MSG 032130 UTC May 19.</p>																
<p><b>389. India West Coast - off Mormugao.</b> Charts IN 257 293 (INT 7022). Firing by Naval ships scheduled on 07 May from 0800 to 1300 UTC and 09 May 19 from 0130 to 1230 UTC in danger areas bounded by (A) 15-00N 072-36E, 16-00N 072-36E, 16-00N 073-10E, 15-00N 073-30E (B) 14-00N 073-02E, 15-00N 073-02E, 15-00N 073-42E, 14-00N 074-00E. Wide berth from area advised.</p> <p>2. Cancel this MSG 091330 UTC May 19.</p>																
<p><b>390. India West Coast - off Mormugao.</b> Charts IN 257 293 (INT 7022). Firing by Naval ships scheduled on 08 May 19 from 0900 to 1430 UTC in danger area bounded within 14-30N to 15-00N and 072-34E to 073-02E. Wide berth from area advised.</p> <p>2. Cancel this MSG 081530 UTC May 19.</p>																
<p><b>391. India West Coast - Gulf of Kachhh.</b> Charts in 203 (INT 7319) 2068. Salaya channel buoys Tilburn relaid, Chandri unlit, fairway buoy missing.</p> <p>2. Cancel NAVAREA VIII MSG 379/19.</p>																
<p><b>392. India West Coast.</b> Charts IN 223 INT 752. Muttam Pt (08-07N 077-19E) NAVTEX transmitter off.</p>																
<p><b>393. India West Coast. Charts IN 251 254 255 292 INT 71. Rig list:-</b></p> <table> <tr> <td>ACTINIA</td> <td>19-26.69N 070-58.52E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>19-39.98N 071-35.75E</td> </tr> <tr> <td>GREAT DRILL CHAAYA</td> <td>18-41.51N 072-21.21E</td> </tr> <tr> <td>GREAT DRILL CHAARU</td> <td>19-13.97N 072-12.32E</td> </tr> <tr> <td>GREAT DRILL CHETNA</td> <td>22-49.35N 068-24.86E</td> </tr> <tr> <td>HARVEY H WARD</td> <td>18-56.59N 071-38.49E</td> </tr> <tr> <td>JINDAL SUPREME</td> <td>19-14.58N 072-14.66E</td> </tr> <tr> <td>JT ANGEL</td> <td>19-31.28N 071-15.32E</td> </tr> </table>	ACTINIA	19-26.69N 070-58.52E	DEEP SEA MATDRILL	19-39.98N 071-35.75E	GREAT DRILL CHAAYA	18-41.51N 072-21.21E	GREAT DRILL CHAARU	19-13.97N 072-12.32E	GREAT DRILL CHETNA	22-49.35N 068-24.86E	HARVEY H WARD	18-56.59N 071-38.49E	JINDAL SUPREME	19-14.58N 072-14.66E	JT ANGEL	19-31.28N 071-15.32E
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JT ANGEL	19-31.28N 071-15.32E															



<b>393. Continued.</b>	<p>RON TAPMEYER 18-08.49N 072-22.08E  SAGAR GAURAV 19-35.93N 070-57.18E  SAGAR KIRAN 18-47.39N 072-30.66E  SAGAR RATNA 19-07.35N 072-06.45E  SAGAR SHAKTI 20-22.31N 072-18.69E  SAGAR UDAY 18-52.34N 071-05.85E NEW  TRIDENT II 19-26.84N 071-15.46E  TRIDENT XII 18-44.96N 072-20.01E  VALIANT DRILLER 18-44.08N 072-18.48E  VICTORY DRILLER 19-10.61N 070-57.72E  VIRTUE-I 19-15.20N 072-02.17E  VIVEKANANDA1 20-08.71N 071-44.94E  VIVEKANANDA2 18-39.23N 070-58.86E</p> <p>2. Wide berth requested.  3. Cancel NAVAREA VIII MSG 370/19.</p>
<b>394. Cancel NAVAREA VIII MSG 567/18 and this MSG.</b>	
<b>395. South Bay of Bengal.</b> Chart IN 33 (INT 755). SLFV Chenura2 reported adrift 06-43N 086-35E AT 030700 UTC May 19.	
2. Cancel NAVAREA VIII MSG 387/19 and this MSG 060700 UTC May 19.	
<b>396. NAVAREA VIII warnings in force as on 03 May 2019:-</b>	
<p><b>2017 SERIES</b> – 394 685 762 814 866  <b>2018 SERIES</b> - 222 375 428 471 661 758 818  <b>2019 SERIES</b> – 024 088 115 121 169 199 231 287 289 308 318 328 335 349 360 366 368  369 372 376 377 378 380 381 382 383 385 389 390 391 392 393 394 395  (A) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet.  (B) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a></p>	
2. Cancel this MSG 101830 UTC May 19.	
<b>397. India East Coast – off Chennai.</b> Charts IN 356 (INT 7400) 391. Firing by CG Aircraft scheduled on 08, 09, 10 May 19 from 0130 to 1130 UTC in danger area bounded within 12-49N to 12-59N and 080-46E to 081-26E. Wide berth from area advised.	
2. Cancel this MSG 101230 UTC May 19.	
<b>398. India West Coast – off Bhatkal.</b> Charts IN 216 257 293 (INT 7022). Firing by Naval Aircraft scheduled on 07 May from 0930 to 1200, 1400 to 1600 UTC, 08 May from 0400 to 0600, 1000 to 1145, 1400 to 1600 UTC, 09 May 19 from 1000 to 1145, 1400 to 1600 UTC in danger area bounded within 13-56.2N TO 14-07.2N AND 074-13.6E to 074-25.07E. Wide berth from area advised.	
2. Cancel this MSG 091700 UTC May 19.	
<b>399. India West Coast – off Mumbai.</b> Charts IN 210 (INT 7021). SV Polar Marquis progressing seismic survey in area bounded by 19-43N 072-35E, 19-43N 072-28E, 19-45N 072-28E, 19-55N 072-35E, 20-01N 072-35E, 20-01N 072-00E, 19-50N 072-00E, 19-50N 072-05E, 19-33N 072-05E, 19-33N 072-35E.	
2. Vessel towing 10 streamers of 6 km with yellow tail buoy FL 2S. Wide berth of 8 nm ahead and 2 nm astern requested.	
3. Cancel this MSG 311830 UTC May 19.	
<b>400. India West Coast – off Mumbai.</b> Charts IN 255 (INT 7334). CS Maram progressing cable repairs using ROV in area bounded by 18-37.90N 071-36.77E, 18-46.64N 071-56.93E, 18-41.85N 071-59.14E, 18-33.41N 071-38.90E. Wide berth over 1 nm requested.	
2. Cancel this MSG 151830 UTC May 19.	
<b>401. Central Bay of Bengal.</b> Chart INT 71. Abandoned trawler reported adrift 13-28N 085-17E at 030445 UTC May 19.	
2. Cancel this MSG 060445 UTC May 19.	
<b>402. North Indian Ocean.</b> Chart INT 71. SLFV Dimosh Putha reported adrift 01-37N 078-04E at 041130 UTC May 19.	
2. Cancel this MSG 071130 UTC May 19.	
<b>403. South Bay of Bengal.</b> Chart IN 33 (INT 755). SLFV Chenura2 reported adrift 06-52N 086-59E at 041130 UTC May 19.	
2. Cancel NAVAREA VIII MSG 395/19 and this MSG 071130 UTC May 19.	
<b>404. North Indian Ocean.</b> Chart INT 71. SLFV Janaka Malli reported adrift 03-42N 080-02E at 051130 UTC May 19.	
2. Cancel this MSG 081130 UTC May 19.	
<b>405. Andaman Sea – off Nicobar.</b> Charts IN 407 408 409 472 (INT 7032). Firing practice scheduled from 110500 to 121100 UTC May 19 in danger area bounded by 09-41.16N 093-20.16E, 09-23.56N 092-32.55E, 08-29.41N 093-36.22E, 07-14.02N 093-14.43E, 07-26.42N 094-01.15E, 08-10.14N 094-25.03E, 08-48.52N 094-25.10E. Wide berth from area advised.	
2. Cancel this MSG 121200 UTC May 19.	

<b>406. India West Coast - Gulf of Kachchh.</b> Charts IN 2068 INT 7319. Salaya channel buoy Chandri retrieved, fairway buoy missing. 2. Cancel NAVAREA VIII MSG 391/19.																																												
<b>407. India East Coast – Dhamra Port.</b> Charts IN 3017 INT 7419. Buoy 7 (20-53.48N 087-03.50E) FL G 6S laid and fairway buoy missing.																																												
<b>408. India West Coast – Off Veraval.</b> CHART IN 292 (INT 7021). INS Sotlej progressing hydrographic survey in area bounded within 19-25.5N to 21-07.58N and 068-49.4E to 071-35E. Wide berth from ship and survey boats requested. 2. Cancel this MSG 251830 UTC Jun 19.																																												
<b>409. India West Coast. Charts IN 251 254 255 292 INT 71. Rig list:-</b> <table border="0"> <tr><td>ACTINIA</td><td>19-26.69N 070-58.52E DEMOBILISED</td></tr> <tr><td>DEEP SEA MATDRILL</td><td>19-39.98N 071-35.75E</td></tr> <tr><td>GREAT DRILL CHAAYA</td><td>18-41.51N 072-21.21E</td></tr> <tr><td>GREAT DRILL CHAARU</td><td>19-13.97N 072-12.32E</td></tr> <tr><td>GREAT DRILL CHETNA</td><td>22-49.35N 068-24.86E</td></tr> <tr><td>HARVEY H WARD</td><td>18-56.59N 071-38.49E</td></tr> <tr><td>JINDAL SUPREME</td><td>19-14.58N 072-14.66E</td></tr> <tr><td>JT ANGEL</td><td>19-31.28N 071-15.32E</td></tr> <tr><td>RON TAPPEMEYER</td><td>18-08.49N 072-22.08E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-35.93N 070-57.18E</td></tr> <tr><td>SAGAR JYOTI</td><td>18-18.09N 072-14.60E NEW</td></tr> <tr><td>SAGAR KIRAN</td><td>18-47.39N 072-30.66E</td></tr> <tr><td>SAGAR RATNA</td><td>19-07.35N 072-06.45E</td></tr> <tr><td>SAGAR SHAKTI</td><td>20-22.31N 072-18.69E</td></tr> <tr><td>SAGAR UDAY</td><td>18-52.34N 071-05.85E</td></tr> <tr><td>TRIDENT II</td><td>19-26.84N 071-15.46E</td></tr> <tr><td>TRIDENT XII</td><td>18-44.96N 072-20.01E</td></tr> <tr><td>VALIANT DRILLER</td><td>18-44.08N 072-18.48E</td></tr> <tr><td>VICTORY DRILLER</td><td>19-10.61N 070-57.72E</td></tr> <tr><td>VIRTUE-I</td><td>19-15.20N 072-02.17E</td></tr> <tr><td>VIVEKANANDA1</td><td>20-08.71N 071-44.94E</td></tr> <tr><td>VIVEKANANDA2</td><td>18-39.23N 070-58.86E</td></tr> </table> 2. Wide berth requested. 3. Cancel NAVAREA VIII MSG 393/19.	ACTINIA	19-26.69N 070-58.52E DEMOBILISED	DEEP SEA MATDRILL	19-39.98N 071-35.75E	GREAT DRILL CHAAYA	18-41.51N 072-21.21E	GREAT DRILL CHAARU	19-13.97N 072-12.32E	GREAT DRILL CHETNA	22-49.35N 068-24.86E	HARVEY H WARD	18-56.59N 071-38.49E	JINDAL SUPREME	19-14.58N 072-14.66E	JT ANGEL	19-31.28N 071-15.32E	RON TAPPEMEYER	18-08.49N 072-22.08E	SAGAR GAURAV	19-35.93N 070-57.18E	SAGAR JYOTI	18-18.09N 072-14.60E NEW	SAGAR KIRAN	18-47.39N 072-30.66E	SAGAR RATNA	19-07.35N 072-06.45E	SAGAR SHAKTI	20-22.31N 072-18.69E	SAGAR UDAY	18-52.34N 071-05.85E	TRIDENT II	19-26.84N 071-15.46E	TRIDENT XII	18-44.96N 072-20.01E	VALIANT DRILLER	18-44.08N 072-18.48E	VICTORY DRILLER	19-10.61N 070-57.72E	VIRTUE-I	19-15.20N 072-02.17E	VIVEKANANDA1	20-08.71N 071-44.94E	VIVEKANANDA2	18-39.23N 070-58.86E
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VIVEKANANDA1	20-08.71N 071-44.94E																																											
VIVEKANANDA2	18-39.23N 070-58.86E																																											
<b>410. India East Coast – off Kakinada.</b> Charts IN 31 (INT 756) 354 391. Firing by Naval Ships scheduled from 120030 to 151900 UTC May 19 in danger area bounded by 15-05.5N 083-12.8E, 16-54.5N 084-17.9E, 16-21.2N 085-15.4E 15-26.6N 085-46.6E, 14-24.8N 083-54.6E. Wide berth from area advised. 2. Cancel this MSG 152000 UTC May 19.																																												
<b>411. Cancel NAVAREA VIII MSG 405/19 and this MSG.</b>																																												
<b>412. India West Coast- off Ratnagiri.</b> Charts IN 22 293 INT 71. Firing by Naval Ships scheduled from 141630 to 171831 UTC May 19 in danger area bounded by 17-58N 069-23E, 16-15N 068-36E, 16-56N 071-34E, 14-58N 070-46E. Wide berth from area advised. 2. Cancel this MSG 171930 UTC May 19.																																												
<b>413. Central Bay of Bengal.</b> Chart INT 71. Met ocean buoy BD11 (13-31 N 084-12 E) reported adrift. Mariners requested to mail sighting of buoy with photos to <a href="mailto:sundar@niot.res.in">sundar@niot.res.in</a> and <a href="mailto:ncdm-inho@navy.gov.in">ncdm-inho@navy.gov.in</a> . 2. Cancel this MSG 161000 UTC May 19.																																												
<b>414. India West Coast – off Gulf of Kachchh to Mumbai.</b> Chart IN 292 (INT 7021). GTV Samudra Sarvekshak progressing soil investigation at 20-22.47N 072-04.5E, 21-37.14N 068-26.1E, 22-37.25N 068-27.15E, 18-16.43N 072-22.76E, 18-39.23N 070-59.68E, 18-40.23N 070-57.51E, 19-14.64N 071-26.05E, 19-14.65N 071-26.06E, 18-58.04N 072-40.02E, 18-49.05N 072-40.05E. 2. Cancel NAVAREA VII MSG 308/19 and this MSG 201830 UTC Jun 19.																																												
<b>415. North Indian Ocean.</b> Chart INT 71. SLFV Woshini1 reported adrift 00-13N 077-25E at 090330 UTC May 19. 2. Cancel this MSG 120330 UTC May 19.																																												
<b>416. India East Coast – Vishakhapatnam.</b> Charts IN 308 3002 INT 7408. Firing by Naval Coast Battery scheduled on 15 May 19 from 0001 to 0200 UTC in danger sector extending upto 17 nm between bearing 070 and 130 from 17-42N 083-18E. Wide berth from area advised. 2. Cancel this MSG 150300 UTC May 19.																																												
<b>417. India West Coast – Okha.</b> Charts IN 271 2068 INT 7319. Firing by Naval Coast Battery scheduled on 14 May 19 from 0530 to 0730 UTC in danger sector extending upto 12 nm within bearing 300 to 020 from 22-28.75N 069-04.05E. Wide berth from area advised. 2. Cancel this MSG 140830 UTC May 19.																																												
<b>418. India West Coast- off Ratnagiri.</b> Charts IN 22 293 INT 71. Firing by Naval ships scheduled from 141630 to 171831 UTC May 19 in danger area bounded by 15-03N 070-38E, 16-59N 071-27E, 17-58N 069-23E, 16-25N 068-26E. Wide berth from area advised. 2. Cancel NAVAREA VIII MSG 412/19 and this MSG 171930 UTC May 19.																																												

<b>419.</b>	<b>Cancel NAVAREA VIII MSG 169/19 and this MSG (.) INTM 077(T)/19 refers.</b>																																										
<b>420.</b>	<b>Cancel NAVAREA VIII MSG 400/19 and this MSG.</b>																																										
<b>421.</b>	<p><b>India West Coast. Charts IN 251 254 255 292 INT 71. Rig list:-</b></p> <table> <tr><td>DEEP SEA MATDRILL</td><td>19-39.98N 071-35.75E</td></tr> <tr><td>GREAT DRILL CHAAYA</td><td>18-41.51N 072-21.21E</td></tr> <tr><td>GREAT DRILL CHAARU</td><td>19-13.97N 072-12.32E</td></tr> <tr><td>GREAT DRILL CHETNA</td><td>22-49.35N 068-24.86E</td></tr> <tr><td>HARVEY H WARD</td><td>18-56.59N 071-38.49E</td></tr> <tr><td>JINDAL SUPREME</td><td>19-14.58N 072-14.66E</td></tr> <tr><td>JT ANGEL</td><td>19-31.28N 071-15.32E</td></tr> <tr><td>RON TAPPMeyer</td><td>18-08.49N 072-22.08E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-35.93N 070-57.18E</td></tr> <tr><td>SAGAR JYOTI</td><td>18-18.09N 072-14.60E</td></tr> <tr><td>SAGAR KIRAN</td><td>18-47.39N 072-30.66E</td></tr> <tr><td>SAGAR RATNA</td><td>19-07.35N 072-06.45E</td></tr> <tr><td>SAGAR SHAKTI</td><td>20-22.31N 072-18.69E</td></tr> <tr><td>SAGAR UDAY</td><td>18-52.34N 071-05.85E</td></tr> <tr><td>TRIDENT II</td><td>19-26.84N 071-15.46E</td></tr> <tr><td>TRIDENT XII</td><td>18-44.96N 072-20.01E</td></tr> <tr><td>VALIANT DRILLER</td><td>18-44.08N 072-18.48E</td></tr> <tr><td>VICTORY DRILLER</td><td>19-10.61N 070-57.72E</td></tr> <tr><td>VIRTUE-I</td><td>19-15.20N 072-02.17E DEMOBILISED</td></tr> <tr><td>VIVEKANANDA1</td><td>20-08.71N 071-44.94E</td></tr> <tr><td>VIVEKANANDA2</td><td>18-39.23N 070-58.86E</td></tr> </table> <p>2. Wide berth requested.</p> <p>3. Cancel NAVAREA VIII MSG 409/19.</p>	DEEP SEA MATDRILL	19-39.98N 071-35.75E	GREAT DRILL CHAAYA	18-41.51N 072-21.21E	GREAT DRILL CHAARU	19-13.97N 072-12.32E	GREAT DRILL CHETNA	22-49.35N 068-24.86E	HARVEY H WARD	18-56.59N 071-38.49E	JINDAL SUPREME	19-14.58N 072-14.66E	JT ANGEL	19-31.28N 071-15.32E	RON TAPPMeyer	18-08.49N 072-22.08E	SAGAR GAURAV	19-35.93N 070-57.18E	SAGAR JYOTI	18-18.09N 072-14.60E	SAGAR KIRAN	18-47.39N 072-30.66E	SAGAR RATNA	19-07.35N 072-06.45E	SAGAR SHAKTI	20-22.31N 072-18.69E	SAGAR UDAY	18-52.34N 071-05.85E	TRIDENT II	19-26.84N 071-15.46E	TRIDENT XII	18-44.96N 072-20.01E	VALIANT DRILLER	18-44.08N 072-18.48E	VICTORY DRILLER	19-10.61N 070-57.72E	VIRTUE-I	19-15.20N 072-02.17E DEMOBILISED	VIVEKANANDA1	20-08.71N 071-44.94E	VIVEKANANDA2	18-39.23N 070-58.86E
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<b>422.</b>	<p><b>NAVAREA VIII warnings in force as on 10 May 2019:-</b></p> <p><b>2017 SERIES</b> – 394 685 762 814 866</p> <p><b>2018 SERIES</b> – 222 375 428 471 661 758 818</p> <p><b>2019 SERIES</b> – 024 088 115 121 199 231 287 289 318 328 335 349 360 366 368 369 372 376 377 378 380 381 382 383 385 392 399 406 407 408 410 413 414 415 416 417 418 419 420 421</p> <p>(A) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet.</p> <p>(B) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a></p> <p>2. Cancel this MSG 171830 UTC May 19.</p>																																										
<b>423.</b>	<p><b>Andaman Sea – off Barren.</b> Charts IN 41 473 (INT 7031). Firing by CG Aircraft scheduled on 16, 17, 21, 22, 28, 29 May 19 from 0430 to 0930 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-10E. Wide berth from area advised.</p> <p>2. Cancel this MSG 291030 UTC May 19.</p>																																										
<b>424.</b>	<p><b>Andaman Sea – off Irrawaddy.</b> Chart IN 41 (INT 757). MV Fugro Mariner progressing geotechnical survey in area bounded by 14-11.88N 095-36.73E, 14-29.13N 095-59.38E, 13-59.90N 095-47.76E, 14-16.45N 96-05.22E. Wide berth of 2.2 nm from area requested.</p> <p>2. Cancel this MSG 301830 UTC Jun 19.</p>																																										
<b>425.</b>	<p><b>Andaman Sea – off Irrawaddy.</b> Chart IN 41 (INT 757). RV PTSC Researcher progressing geophysical survey in area bounded by 14-20.24N 095-06.23E, 14-09.92N 095-27.89E, 14-13.14N 095-01.90E, 14-20.45N 094-53.93E, 13-57N 095-46.09E, 13-59.90N 095-47.76E, 14-11.88N 095-36.73E, 14-16.45N 96-05.22E. Wide berth of 2.2 nm from area requested.</p> <p>2. Cancel this MSG 151830 UTC Jun 19.</p>																																										
<b>426.</b>	<p><b>India West Coast – Mormugao.</b> Chart IN 2022 (INT 7345). Aguada DGPS (15-29N 073-46E) off from 140030 to 161230 UTC May 19.</p> <p>2. Cancel this MSG 161330 UTC May 19.</p>																																										
<b>427.</b>	<p><b>India West Coast. Charts IN 251 254 255 292 INT 71. Rig list:-</b></p> <table> <tr><td>DEEP SEA MATDRILL</td><td>19-39.98N 071-35.75E</td></tr> <tr><td>GREAT DRILL CHAAYA</td><td>18-41.51N 072-21.21E</td></tr> <tr><td>GREAT DRILL CHAARU</td><td>19-13.97N 072-12.32E</td></tr> <tr><td>GREAT DRILL CHETNA</td><td>18-52.53N 071-25.35E NEW</td></tr> <tr><td>HARVEY H WARD</td><td>18-56.59N 071-38.49E</td></tr> <tr><td>JINDAL SUPREME</td><td>19-14.58N 072-14.66E</td></tr> <tr><td>JT ANGEL</td><td>19-31.28N 071-15.32E</td></tr> <tr><td>RON TAPPMeyer</td><td>18-08.49N 072-22.08E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-35.93N 070-57.18E</td></tr> <tr><td>SAGAR JYOTI</td><td>18-18.09N 072-14.60E</td></tr> <tr><td>SAGAR KIRAN</td><td>18-47.39N 072-30.66E</td></tr> </table>	DEEP SEA MATDRILL	19-39.98N 071-35.75E	GREAT DRILL CHAAYA	18-41.51N 072-21.21E	GREAT DRILL CHAARU	19-13.97N 072-12.32E	GREAT DRILL CHETNA	18-52.53N 071-25.35E NEW	HARVEY H WARD	18-56.59N 071-38.49E	JINDAL SUPREME	19-14.58N 072-14.66E	JT ANGEL	19-31.28N 071-15.32E	RON TAPPMeyer	18-08.49N 072-22.08E	SAGAR GAURAV	19-35.93N 070-57.18E	SAGAR JYOTI	18-18.09N 072-14.60E	SAGAR KIRAN	18-47.39N 072-30.66E																				
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<b>427. Continued.</b>	SAGAR RATNA SAGAR SHAKTI SAGAR UDAY TRIDENT II TRIDENT XII VALIANT DRILLER VICTORY DRILLER VIVEKANANDA1 VIVEKANANDA2	19-07.35N 072-06.45E 20-22.31N 072-18.69E 18-52.34N 071-05.85E 19-26.84N 071-15.46E DEMOBILISED 18-44.96N 072-20.01E 18-44.08N 072-18.48E 19-10.61N 070-57.72E 20-08.71N 071-44.94E 18-39.23N 070-58.86E
2.	Wide berth requested.	
3.	Cancel NAVAREA VIII MSG 421/19.	
<b>428. India West Coast - Gulf of Kachchh.</b>	Charts IN 2068 INT 7319. Salaya channel buoy Chandri (22-37.15N 069-07.5E) relaid, fairway buoy missing.	
2.	Cancel NAVAREA VIII MSG 406/19.	
<b>429. India West Coast- Gulf Of Khambhat.</b>	Charts IN 207 INT 7331. Narmada channel buoys 9 (21-02.5N 072-09.2E) relaid and 2 retrieved.	
2.	Cancel NAVAREA VIII MSG 349/19.	
<b>430. Andaman Sea – Yangon River.</b>	Chart BA 833 (INT 7442). Buoys Lower Monkey Point, Hmawun Lump shifted to 16-45.61N 096-12.27E and 16-34.20N 096-15.25E. Upper Float FL G 2S (16-20N 096-22E) relaid. Buoys Center Western and Kavatia removed. Characteristics of buoys Lower Float and Intermediate changed to FL 2S and FL G 2S.	
2.	Cancel NAVAREA VIII MSG 121/19.	
<b>431. India East Coast – off Chennai.</b>	Charts IN 313 356 (INT 7400) 391. Rocket launch from Sriharikota (13-41N 080-14E) scheduled on 17 May 19 from 0530 - 0630 UTC	
2.	Danger zone as follows:- Zone -1: Circle of 10 nm around launcher. Zone-2: Sector between radii of 45 and 75 nm from launcher between azimuth 080 and 120. Wide berth from area advised	
3.	Cancel this MSG 170730 UTC May 19.	
<b>432. India West Coast- Gulf of Khambhat.</b>	Charts IN 207 INT 7331. Narmada channel buoy 2 (20-36.6N 071-58.45E) relaid.	
2.	Cancel NAVAREA VIII MSG 429/19 and this MSG.	
<b>433. Andaman Sea – off Preparis I.</b>	Chart BA 823 (INT 7438). MV Java Imperia progressing survey in area bounded by 14-56.57N 093-47.23E, 14-56.56N 093-50.02E, 14-53.85N 093-50.01E, 14-53.86N 093-47.22E. Wide berth of 2.5 nm requested.	
2.	Cancel this MSG 302359 UTC Jun 19.	
<b>434. S Indian Ocean.</b>	Chart INT 70. Fallout from space debris predicted on 16 and 17 May 19 from 0453 - 0644 UTC in danger area bounded by 29-43S 060-07E, 24-55S 064-27E, 38-45S 084-30E, 45-12S 099-45E, 49-46S 119-13E, 50-42S 138-19E, 48-50S 156-44E, 51-46S 158-08E, 54-42S 148-32E, 56-20S 131-03E, 55-52S 107-50E, 49-11S 085-05E, 34-32S 064-13E. Wide berth from area advised.	
2.	Cancel this MSG 170744 UTC May 19.	
<b>435. Central Andman Sea.</b>	Chart INT 71. INS Darshak progressing hydrographic survey in area bounded by 12-00N 090-00E, 12-00N 091-36E, 14-49.13N 091-35.91E, 15-51.91N 089-59.93E. Wide berth from ship and survey boats requested.	
2.	Cancel this MSG 311830 UTC May 19.	
<b>436. India East Cost – Paradip Port.</b>	Chart IN 3010 (INT 7418). 03 Spherical buoys probably unlit reported drifting NE. Report sighting of buoy to Paradip port. Vessels entering and leaving port advised to approach from south.	
<b>437. NW Indian Ocean.</b>	Charts BA 4702 INT 71. Container reported adrift 04-13S 047-04E at 131107 UTC May 19.	
2.	Cancel this MSG 161107 UTC May 19.	
<b>438. Andaman Sea – Nicobar Islands.</b>	Charts IN 41 (INT 757) 471 472. Firing practice scheduled from 201100 to 231430 UTC May 19 in danger area bounded by 07-15N 093-30E, 07-14N 094-26E, 08-23N 094-26E, 10-15N 093-18E, 09-29N 092-08E. Wide berth from area advised.	
2.	Cancel this MSG 231530 UTC May 19.	
<b>439. SE Bay of Bengal, Indian and Southern Ocean.</b>	Charts IN 33 356 BA 4074 INT 73. PSLV launch scheduled from 21, 22, 23 May 19 from 2330 TO 2430 UTC.	
2.	Danger zone as follows:- ZONE -1: Circle of 10 nm from 13-43.9N 080-14.2E. ZONE-2: 12-00N 081-10E, 12-30N 081-40E, 11-45N 082-15E, 11-15N 081-45E. ZONE-3: 09-30N 082-45E, 10-00N 083-15E, 08-55N 083-45E, 08-25N 083-15E. ZONE-4: 00-45S 087-40E, 00-05S 089-00E, 02-05S 089-55E, 02-45S 088-35E. ZONE-5: 50-00S 147-30E, 47-30S 147-30E, 46-00S 152-00E, 46-00S 160-00E, 50-00S 160-00E, 51-00S 155-00E	
3.	CANCEL THIS MSG 240130 UTC MAY 19.	

**SECTION – VI**  
**CORRECTIONS TO SAILING DIRECTIONS (PILOTS)**

**West coast of India Pilot (INP-1)**  
**Chapter - 10 (Page 387)**

*Article 10.51a, para1, delete lines after “is supplied by feeder ships.”*

*Article 10.58a, para1, delete lines after “draught of 12.0 m feeder ships.”*

**SECTION – VII**  
**CORRECTIONS TO LIST OF LIGHTS**

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
<b>D6540</b>	BAZARUTO ISLAND - <b>Bazaruto</b> . Summit of N end of Island	21 32.00 S 35 29.13 E	Fl(3)W 30s	115	<b>23</b>	White round tower and dwellings 26	W020°-357°(337°). <b>TE 2019</b>
<b>D7329.585</b>	- Dir Lt 352°. Oil Terminal 2. N Breakwater	25 11.62 N 56 22.71 E	Dir WRG	35	<b>3</b>	White mast	F G 349.3°-350.3°(1°). AI WG 350.3°-351°(0.7°). F W351°-353°(2°) AI WR 353°-353.7°(0.7°). F R353.7°-354.7°(1°)
*	*	*	*	*	*	*	*
<b>D7573</b>	KHALIJ AL KUWAYT. APPROACHES. JAZIRAT KUBBAR - <b>Jazirat Kubbar</b>	29 04.26 N 48 29.57 E	Fl(2)W 10s	28	<b>18</b>	White framework tower, black bands	<i>fl 0.2, ec 2.3, fl 0.2, ec 7.3.</i>
	--	..	Racon	..	..	..	ILRS Vol 2 Station 78110
	--	..	AIS	..	..	..	MMSI No 994471000
*	*	*	*	*	*	*	*
<b>D7588</b>	KHAWR AS SABIYAH. APPROACHES. JAZIRAT AWHAH - Jazirat' Awhah	29 22.63 N 48 26.40 E	Fl(3)W 10s	23	<b>5</b>	White metal framework tower, black bands 20	MMSI No 994471001
	--	..	AIS	..	..	..	MMSI No 994471001
*	*	*	*	*	*	*	*
<b>D7592</b>	KHALIJ AL KUWAYT - <b>Ra's al Ard</b>	29 21.10 N 48 06.05 E	Fl W 5s	26	<b>16</b>	Black metal framework tower, white bands 22	<i>fl 0.2.</i> Large buildings nearby
	--	..	Racon	..	..	..	ILRS Vol 2 Station 78140
	--	..	AIS	..	..	..	MMSI No 994471002
*	*	*	*	*	*	*	*
<b>F1223.4</b>	- Katchall West Bay	07 55.60 N 93 19.50 E	Fl(3)W 15s	17	<b>10</b>	Black and white metal trestle tower 12	<i>(fl 0.5, ec1) x 2, fl 0.5, ec 11.5</i> <b>TE 2019</b>
							*
<b>F1617</b>	Remove from list; deleted						

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

**INP 31(1), 2014**

(Last correction: Edition No. 15 dated 01 Aug 2018)

NIL

**INP 31(2), 2014**

(Last correction: Edition No.09 dated 01 May 2019)

**PAGE 40, MOZAMBIQUE (650)**

Insert entry below 'Esparcelado da Polona Lt'

<b>Maputo Channel Lt buoy 1N</b>	25°38'.38S 32°52'.97E	006517000		Real	
<b>Maputo Channel Lt buoy 11</b>	25°55'.97S 32°47'.90E	006518000		Real	
<b>Maputo Channel Lt buoy 17</b>	25°57'.40S 32°39'.27E	006519000		Real	
<b>Maputo Channel Lt buoy 25</b>	25°57'.33S 32°30'.95E	006516000		Real	

(Source: BA 19/19)

(10/19)

**NP 31(5), 2017**

( Last correction: Edition No. 23 dated 1 Dec 2018)

NIL

**INP 31(6), 2018**

( First correction for New Edition 2018)

**PAGE 1, BAHRAIN, MINA' SALMAN, ASRY and Bahrain Pilots,  
PROCEDURE, section(5):**

Delete entry and replace by;

(5) Pilot boards in the following positions

(a) 26°20'.30N 50°46'.50E (Bahrain LNG)

(b) 26°10'.47N 50°44'.37E

**PAGE 114, MALAYSIA, PORT DICKSON, Pilots,  
CONTACT DETAILS:**

Delete entry and replace by;

**CONTACT DETAILS:**

Call: Hengyuan Terminal

VHF Channel: Ch 16; 11 14

**PAGE 114, MALAYSIA, PORT DICKSON, Port,  
CONTACT DETAILS:**

Delete entry and replace by;

**CONTACT DETAILS:**

**Petron Terminal**

Call: Petron Control

VHF Channel: Ch 71

Telephone: +60(0)6 6466000 (General line)

+60(0)6 6466043 (Cargo Control Room)

**Hengyuan Terminal and SPM**

Call: Hengyuan Terminal  
VHF channel: Ch 14; 11  
Telephone: +60(0)6 6480960  
+60(0)6 6412060

**PAGE 130, OMAN, PORT SALALAH (MINA RAYSUT), Pilots & Port,  
PROCEDURE, section(9):**

*Delete entry and replace by:*

(9) Pilot boards in position 16°56'·80N 54°05'·00E

**(Source: BA 14/19)**

**(10/19)**



## 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.gov.in, msis-inho@navy.gov.in  
Fax No.: +91-135- 2748373  
WEB: www.hydrobharat.gov.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 102A 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.

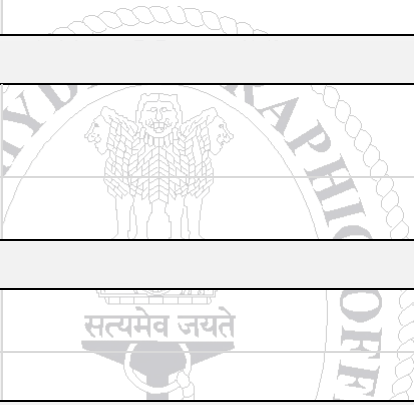
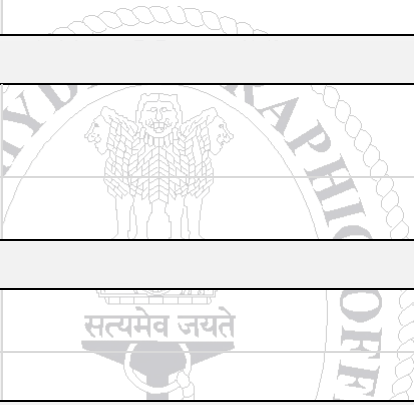
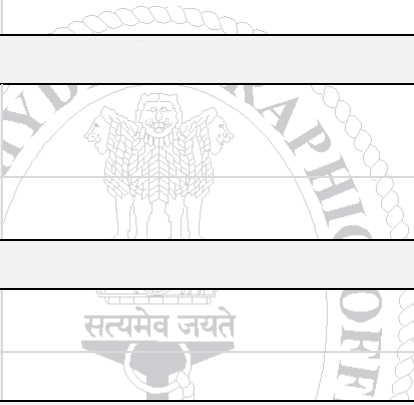
**Please Note:** - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further, 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, ENC's and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes Observed (Tick appropriate)	<input type="checkbox"/> Bathymetry		<input type="checkbox"/> Nav. Dangers		<input type="checkbox"/> Nav. aids
	<input type="checkbox"/> Designated Areas		<input type="checkbox"/> Others		
Geographical Position (See Instructions Overleaf)	Latitude			Longitude	
Position Method	<input type="checkbox"/> DGPS	<input type="checkbox"/> GPS	<input type="checkbox"/> Radar	<input type="checkbox"/> Others	
Datum Used	<input type="checkbox"/> WGS84	<input type="checkbox"/> Everest		<input type="checkbox"/> Others	
Charts Affected				Edition	
Latest Edition of Indian Notices to Mariners Held					
Tracing/Plot/Photograph if enclosed					
ENCs Affected					
Latest Update Disk Held					
Publication Affected				Edition	
Page No./Light No. etc					
Details:					
Limitations if any in Reporting the Changes Above					
Details of Documents/Photos attached:					
Signature of the Master/Reporter/Observer					

<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**

**Email: [indsar@vsnl.net](mailto:indsar@vsnl.net)**

**NATION WIDE SAR TELE: 1554 (LAND LINE)**

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

**AFTN: VABBYXYC**