

# INDIAN NOTICES TO MARINERS



EDITION NO. 16 DATED 16 AUG 2019

(CONTAINS NOTICES 190 TO 198)

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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. 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 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'S AND PUBLICATION

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
204	15-07-2019	<b>DWARKA TO NAVIBANDAR LIMIT</b> 21° 26'.00N; 68° 25'.00E. 22° 15'.70N; 69° 48'.00E.	1,50,000	2	Rs. 1950.00
214	30-06-2019	<b>VENGURLA TO BETUL LIMIT</b> 15° 04'.75N; 72° 41'.00E. 15° 56'.50N; 74° 04'.00E.	1,50,000	3	Rs. 1950.00
305	30-06-2019	<b>APPROACHES TO GOPALPUR LIMIT</b> 18° 53'.50N; 84° 36'.00E. 19° 45'.00N; 86° 00'.00E.	1,50,000	5	Rs. 1950.00

2. The Indian Charts that are permanently withdrawn are as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart/ Edition</i>	<i>Date of Publication</i>
204	30-04-2010	DWARKA TO NAVIBANDAR	204	15-07-2019
214	31-03-2012	VENGURLA TO BETUL	214	30-06-2019

3. 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>
IN3204DB	204	DWARKA TO NAVIBANDAR	08-08-2019
IN3214AA	214	VENGURLA TO BETUL	08-08-2019
IN3305GO	305	APPROACHES TO GOPALPUR	09-08-2019

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>
IN3204DN	204	DWARKA TO NAVIBANDAR	30-09-2010
IN3214PV	214	VENGURLA TO BETUL	08-05-2019

## VI

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
219	TELLICHERRY TO TANUR NAGARAM	1,50,000	New Edition
257	MALVAN TO COONDAPOOR	3,00,000	New Edition
273	KADMAT ISLAND TO IHAVANDIFFULU ATOLL	5,00,000	New Edition
2527	MAURITIUS	1,25,000	New Chart
4137	PORT CORNWALLIS	25,000	New Chart
7072	INDIAN OCEAN (WESTERN PART)	1,00,00,000	New Edition
7707	MALDIVES TO SUMATERA	35,00,000	New Edition

### Availability of ENC's

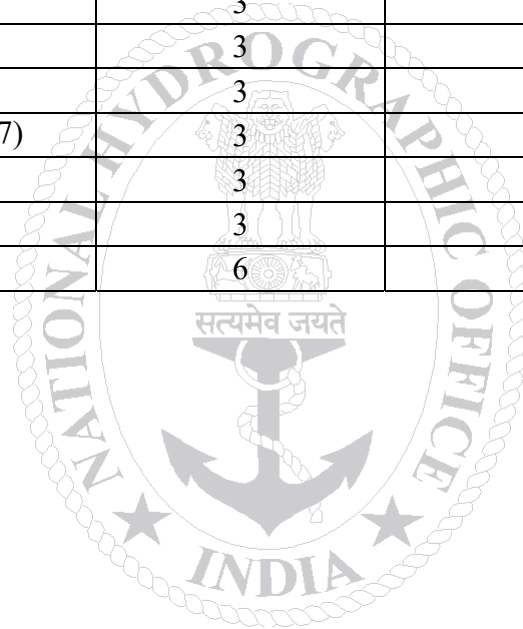
The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the worldwide network of their agents and distributors. Updates are also made available as per the existing policy 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 190 to 198 contained in this edition is as follows:-

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
21	2	192, 193
22 (INT 752)	3	192, 193
211	3	191, 192
255 (INT 7334)	3	191
256 (INT 7340)	3	192, 193, 194
292 (INT 7021)	2	192, 193
293 (INT 7022)	3	192, 193
352 (INT 7416)	5	198
353 (INT 7413)	5	198
2038	3	194
2042	3	195
2043	3	196
2046	3	195
2101 (INT 7347)	3	190
2108	3	190
2109	3	190
4013	6	197



**SECTION – II****PERMANENT NOTICES****\*190 (16/19) INDIA – WEST COAST – Essar Bulk Terminal – Berth, Turning Circle and Legend.**

Source: Essar Bulk Terminal Ltd.

**Chart 2101 (INT 7347) [previous update 112/19]**

Insert	pecked line, -----, joining:	21° 05'·029N., 72° 39'·428E. 21° 05'·029N., 72° 39'·450E.
	legend “Under Construction (2019)”, centered on:	21° 04'·970N., 72° 39'·440E.
	circular limit of Turning Circle, -----; radius 275m, centered on:	21° 05'·607N., 72° 39'·612E.
	legend “Turning Circle”, centered on:	21° 05'·607N., 72° 39'·612E.
Delete	pecked line, -----, joining:	21° 05'·444N., 72° 39'·453E. 21° 05'·444N., 72° 39'·430E. 21° 05'·029N., 72° 39'·428E.
	legend “Under Construction (2016)”, centered on:	21° 05'·100N., 72° 39'·370E.

**Chart 2109 [previous update 075/17]**

Insert	pecked line, -----, joining:	21° 05'·029N., 72° 39'·428E. 21° 05'·029N., 72° 39'·450E.
	legend “Under Construction (2019)”, centered on:	21° 04'·970N., 72° 39'·440E.
	circular limit of Turning Circle, -----; radius 275m, centered on:	21° 05'·607N., 72° 39'·612E.
	legend “Turning Circle”, centered on:	21° 05'·607N., 72° 39'·612E.
Delete	pecked line, -----, joining:	21° 05'·444N., 72° 39'·453E. 21° 05'·444N., 72° 39'·430E. 21° 05'·029N., 72° 39'·428E.
	legend “Under Construction (2016)”, centered on:	21° 05'·190N., 72° 39'·430E.

**Chart 2108 [previous update 183/19]**

Insert	pecked line, -----, joining:	21° 05'·029N., 72° 39'·428E. 21° 05'·029N., 72° 39'·450E.
	legend “Under Construction (2019)”, centered on:	21° 04'·970N., 72° 39'·440E.
	circular limit of Turning Circle, -----; radius 275m, centered on:	21° 05'·607N., 72° 39'·612E.
	legend “Turning Circle”, centered on:	21° 05'·607N., 72° 39'·612E.
Delete	pecked line, -----, joining:	21° 05'·444N., 72° 39'·453E. 21° 05'·444N., 72° 39'·430E. 21° 05'·029N., 72° 39'·428E.
	legend “Under Construction (2016)”, centered on:	21° 05'·215N., 72° 39'·430E.



**\*191 (16/19) INDIA – WEST COAST – Satpati to Dighi Harbour – Legend.**

Source: UKHO.

**Chart 255 (INT 7334) [previous update 170/19]**

Insert legend “ALFA OUTER ANCHORAGE”, centered on: 19° 06′·90N., 72° 32′·20E.

**Chart 211 [previous update 160/19]**

Insert legend “ALFA OUTER ANCHORAGE”, centered on: 19° 06′·90N., 72° 32′·20E.

**\*192 (16/19) INDIA – WEST COAST – Satpati to Dighi Harbour – Light and Legend.**

Source: NHO, Dehradun.

**Chart 21 [previous update 170/19]**

Amend characteristics of light to, Fl(3)16M 18° 16′·83N., 72° 56′·16E.

**Chart 22 (INT 752) [previous update 170/19]**

Amend characteristics of light to, Fl(3)16M 18° 16′·83N., 72° 56′·16E.

**Chart 292 (INT 7021) [previous update 184/19]**

Amend characteristics of light to, Fl(3)16M &amp; F.R. 18° 16′·83N., 72° 56′·16E.

**Chart 293 (INT 7022) [previous update 170/19]**

Amend characteristics of light to, Fl(3)16M &amp; F.R. 18° 16′·83N., 72° 56′·16E.

**Chart 256 (INT 7340) [previous update 161/19]**

Amend characteristics of light to, Fl(3)15s64m16M &amp; F.R.54m4M 18° 16′·83N., 72° 56′·16E.

**Chart 211 [previous update 191/19]**

Amend characteristics of light to, Fl(3)15s64m16M &amp; F.R.54m4M 18° 16′·83N., 72° 56′·16E.

Substitute legend “soM” for “M”, centered on: 18° 15′·65N., 72° 59′·10E.

legend “2036 (INT 7352)” for “2036”, centered on: 18° 13′·10N., 72° 46′·30E.

**\*193 (16/19) INDIA – WEST COAST – Murud – Janjira Hr to Malvan – Wreck.**

Source: NHO, Dehradun.

**Chart 21 [previous update 192/19]**Delete  PA 18° 10′·17N., 72° 53′·86E.**Chart 22 (INT 752) [previous update 192/19]**Delete  PA 18° 10′·17N., 72° 53′·86E.**Chart 292 (INT 7021) [previous update 192/19]**Delete  PA 18° 10′·17N., 72° 53′·86E.**Chart 293 (INT 7022) [previous update 192/19]**Delete  PA 18° 10′·17N., 72° 53′·86E.**Chart 256 (INT 7340) [previous update 192/19]**Delete  PA 18° 10′·12N., 72° 53′·90E.

**\*194 (16/19) INDIA – WEST COAST – Rajapur Bay and Vijaydurg Harbour – Rock.**

Source: NHO, Dehradun.

**Chart 256 (INT 7340) [previous update 193/19]**Substitute  for  16° 37'·80N., 73° 19'·50E.**Chart 2038 [previous update 201/14]**Substitute  for  16° 37'·92N., 73° 19'·31E.**\*195 (16/19) INDIA – WEST COAST – Approaches to Malvan – Flag Staff, Tower and Legend.**

Source: NHO, Dehradun.

**Chart 2042 [previous update 038/18]**Insert  FS(23) SS(Storm) 16° 03'·22N., 73° 27'·46E.Substitute  for  15° 51'·66N., 73° 37'·00E.

legend “MHHW” for “MHWS”, centered on: 16° 02'·59N., 73° 35'·40E.

legend “MLHW” for “MHWN”, centered on: 16° 02'·59N., 73° 35'·68E.

legend “MHLW” for “MLWN”, centered on: 16° 02'·59N., 73° 35'·95E.

legend “MLLW” for “MLWS”, centered on: 16° 02'·59N., 73° 36'·24E.

**Chart 2046 (Vengurla Anchorage) [previous update 152/19]**Substitute  for  15° 51'·66N., 73° 37'·00E.**\*196 (16/19) INDIA – WEST COAST – Approaches to Vengurla and Redi – Legend.**


Source: NHO, Dehradun.

**Chart 2043 [previous update 152/19]**

Insert legend “SS(Storm)”, centered on: 15° 51'·30N., 73° 37'·08E.

**\*197 (16/19) ANDAMAN SEA – INDIA – ANDAMAN ISLANDS – Shaheed Dweep Pier (Neill Island Pier) – Obstruction.**

Source: IH- 102, INS Investigator.

**Chart 4013 (Panel – Fusilier Channel) [previous update 187/19]**Insert  *Obstn* 11° 50'·43N., 93° 02'·05E.

11° 50'·44N., 93° 01'·95E.

**Chart 4013 (Panel – Shaheed Dweep Pier) [previous update 187/19]**Insert  *Obstn* 11° 50'·43N., 93° 02'·05E.

11° 50'·44N., 93° 01'·95E.

<b>*198 (16/19)</b>	<b>Miscellaneous updates to charts.</b>	
Source: NHO Dehradun.		
<b>Chart No.</b>	<b>Previous Updates</b>	<b>Details</b>
<b>352 (INT 7416)</b>	<i>178/19</i>	Insert Chart No.305 and Magenta limit as follows: 19° 07'·00N., 84° 54'·00E. (SW Border) 19° 07'·00N., 86° 00'·00E. (S Border) 19° 45'·00N., 86° 00'·00E. 19° 45'·00N., 84° 54'·00E. (W Border)
<b>353 (INT 7413)</b>	111/18	Insert Chart No.305 and Magenta limit as follows: 18° 53'·50N., 84° 36'·00E. 18° 53'·50N., 86° 00'·00E. 19° 41'·00N., 86° 00'·00E. (N Border) 19° 41'·00N., 84° 36'·00E. (N Border)



**SECTION – III**

**TEMPORARY AND PRELIMINARY NOTICES**

**NIL**



## 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)	Vengurla 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 crews 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 [icgmrec\\_mumbai@mtnl.net](mailto:icgmrec_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/ IRIDIUM 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 Aug 19:-

**2018 SERIES** – 758

**2019 SERIES** – 024 088 199 287 289 368 369 392 479 503 523 549 553 555 570 572 586 591 594  
596 608 609 610 613 614 615 616 617 618 619 620 621 622

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

<b>601.</b>	<b>North Indian Ocean.</b> Chart 7707 (INT 707). Blue White SLFV ST Mary with 05 crew reported missing. Last reported position 02-05S 077-13E at 230530 UTC Jul 19. Vessels transiting to report sighting to MRCC Colombo.
<b>602.</b>	<b>Cancel NAVAREA VIII MSG 601 and this MSG.</b>
<b>603.</b>	<b>India East Coast – off Chennai.</b> Charts IN 356 (INT 7400) 391. Firing by CG Aircraft scheduled on 06, 07, 08 Aug 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 081230 UTC Aug 19.
<b>604.</b>	<b>Andaman Sea – off Barren.</b> Charts IN 41 473 (INT 7031). Firing practice scheduled on 07, 08 Aug 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. 2. Cancel this MSG 081030 UTC Aug 19.
<b>605.</b>	<b>Indian Ocean – off Reunion Island.</b> Charts BA 712 (INT 7730). Naval Gunnery Exercise scheduled on 08 Aug 19 from 1000 to 1200 UTC in danger area bounded by 21-12S 054-57E, 21-39.02S 054-33.3E, 21-19.3S 054-25.54E, 21-26S 055-02.3E. Wide berth from area advised. 2. Cancel this MSG 08130000 UTC Aug 19.
<b>606.</b>	<b>Cancel NAVAREA VIII MSG 428/18, 465 and this MSG.</b>
<b>607.</b>	<b>NAVAREA VIII Warnings in force as on 02 Aug 2019:-</b> <b><u>2017 Series</u></b> – 685 762 <b><u>2018 Series</u></b> – 758 <b><u>2019 Series</u></b> – 024 088 199 287 289 368 369 392 479 503 523 537 549 553 555 570 572 582 586 591 594 596 598 599 603 604 605 606 (A) NAVAREA VIII Warnings less than 42 days promulgated via Safetynet. (B) Text of NAVAREA VIII Warnings in force including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> 2. Cancel this MSG 091830 UTC Aug 19.
<b>608.</b>	<b>Andaman Sea – off Port Blair.</b> Charts IN 405 (INT 7440) 473 4030. Firing by Naval Ships scheduled on 09 and 11 Aug 19 from 0001 to 1230 UTC in danger area bounded by 11-15N 092-31E, 11-14N 092-46E, 11-10N 092-46E, 11-07N 092-32E. 2. Cancel this MSG 111330 UTC Aug 19.
<b>609.</b>	<b>India East Coast – off Paradip.</b> Chart IN 31 (INT 7413). RV MGS Sagar progressing geophysical survey in area bounded by 19-37.61N 086-06.73E, 19-42.06N 086-21.36E, 20-17.69N 087-41.78E, 20-11.12N 088-08.06E, 20-00.38N 088-22.52E, 18-49.11N 087-00.96E. Wide berth requested. 2. Cancel NAVAREA VIII MSG 582 and this MSG 221830 UTC Aug 19.
<b>610.</b>	<b>India East Coast.</b> Charts IN 355 (INT 7405). Rig list:- Aban II 16-39.01N 082-22.73E Deep Driller 8 16-40.09N 082-25.43E DDKG 1 16-29.30N 082-38.22E New Essar Wildcat 16-33.17N 082-26.49E SSV Louisiana 16-19.03N 082-21.23E Olinda Star 16-18.96N 082-15.91E DSR Platinum Explorer 16-04.60N 081-52.98E New 2. Wide berth requested. 3. Cancel NAVAREA VIII MSG 598/19.
<b>611.</b>	<b>Cancel NAVAREA VIII MSG 599 and this MSG.</b>
<b>612.</b>	<b>Cancel NAVAREA VIII MSG 537 and this MSG.</b>

<p><b>613. Andaman Sea – off Preparis North Channel.</b> Chart IN 41 (INT 757). MV Kota Wangsa reported 17 Containers fallen overboard 15-36N 093-44E at 060036 UTC Aug 19. Vessels transiting to exercise caution and report sighting of containers to <a href="mailto:mrcc-ptb@indiancoastguard.nic.in">mrcc-ptb@indiancoastguard.nic.in</a></p> <p>2. Cancel this MSG 131000 UTC Aug 19.</p>
<p><b>614. Bay of Bengal - off Chittagong.</b> Charts BA 90 INT 71. MV HTA Waya Arr Man reported sunk in vicinity of 15-43.5N 094-38.9E.</p> <p>2. Wide berth advised.</p>
<p><b>615. 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.</p> <p>2. Cancel this MSG 312359 UTC Aug 19.</p>
<p><b>616. India West Coast – off Mumbai to Okha.</b> Chart 291 292 (INT 7021). SV Fugro Mapper progressing survey at 19-31.00N 071-16.53E, 19-29.51 071-15.87E, 19-28.02N 071-17.35E, 19-26.69N 071-23.52E, 19-25.80N 071-25.59E, 19-22.99N 071-31.61E, 19-20.62N 071-36.70E, 18-50.40N 071-21.92E, 22-18.98N 068-54.68E, 22-18.16N 068-54.81E, 21-36.77N 068-26.19E, 21-37.06N 068-25.70E. Wide berth requested.</p> <p>2. Cancel this MSG 151830 UTC Sep 19.</p>
<p><b>617. Andaman Sea – off Port Blair.</b> Charts IN 405 (INT 7440) 473 4030. Firing by Naval Ships scheduled on 10 and 12 Aug 19 from 0001 to 1230 UTC in danger area bounded by 11-15N 092-31E, 11-14N 092-46E, 11-10N 092-46E, 11-07N 092-32E.</p> <p>2. Cancel NAVAREA VIII MSG 608 and this MSG 121330 UTC Aug 19.</p>
<p><b>618. Andaman Sea – off Barren.</b> Charts IN 41 473 (INT 7031). Firing practice scheduled on 13, 14 Aug 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 141030 UTC Aug 19.</p>
<p><b>619. India East Coast – off Chennai.</b> Charts IN 356 (INT 7400) 391. Firing by CG Aircraft scheduled on 13, 14 Aug 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.</p> <p>2. Cancel this MSG 141230 UTC Aug 19.</p>
<p><b>620. NAVAREA VIII Warnings in force as on 09 Aug 2019:-</b>  <b>2017 Series</b> – 685 762  <b>2018 Series</b> – 758  <b>2019 Series</b> – 024 088 199 287 289 368 369 392 479 503 523 537 549 553 555 570 572 586 591  594 596 609 610 613 614 615 616 617 618 619  (A) NAVAREA VIII Warnings less than 42 days promulgated via SafetyNet.  (B) Text of NAVAREA VIII Warnings in force 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 161830 UTC Aug 19.</p>
<p><b>621. India East Coast – Puducherry.</b> Chart IN 3044 INT 7397. Racon and DGPS (11-55N 079-50E) inoperative.</p>
<p><b>622. Cancel NAVAREA VIII MSG 685, 762/17 and this MSG.</b></p>

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

**West coast of India Pilot (INP-1)**  
**Chapter - 2 (Page 103)**

*Article 2.322, para 2, line 2, insert after text 'Maafushi'*

(04°48'.97N, 72°53'.45E)

*Article 2.322, para 2, line 10, insert after text 'part'*

A beacon (S cardinal) is reported to lie close ESE of Maafusi.

**Chapter - 3 (Page 146)**

*Article 3.233, para 1, line 6, insert after text 'point.'*

A buoy (red barrel, non-IALA) (08°32'.67N, 81°13'.21E) is moored about 1 ¼ cables NW of the point.

**Chapter - 9 (Page 364)**

*Article 9.120, Heading 'Reliance Jamnagar Marine Terminal' delete and replace by*

**'Sikka Ports and Terminals Limited'**

*Article 9.120, Para 1, line 1, 'Reliance terminal' replace by*

**'Sikka Ports and Terminals Limited'.**

*Page 365, Article 9.120, Para 10, line 2, 'Reliance port control' replace by*

**'Sikka port control'**

*Page 409, index, column 1, line 18, delete 'Jamnagar'*

*Page 411, index, column 3, insert*

**'Sikka ports and Terminal Limited.....9.120'**  
*below line 43, 'sikka port'*



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

**INP 31(1), 2014**

*(Last correction: Edition No. 11 dated 01 June 2019)*

NIL

**INP 31(2), 2014**

*(Last correction: Edition No.12 dated 16 June 2019)*

NIL

**NP 31(5), 2017**

*( Last correction: Edition No. 14 dated 16 Jul 2019)*

NIL

**INP 31(6), 2018**

*( Last correction: Edition No. 11 dated 01 June 2019)*

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.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.

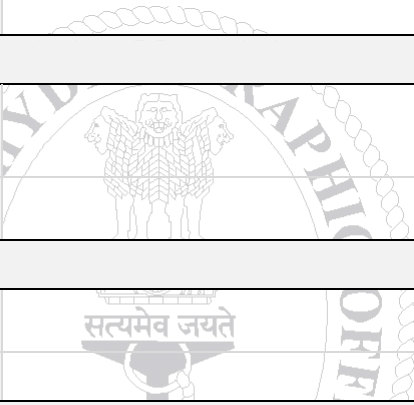



<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues					
Date		Ref. Number			
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date		Time (UTC/IST)			
Object 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: [mrcc-west@indiancoastguard.nic.in](mailto:mrcc-west@indiancoastguard.nic.in)**

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

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

**AFTN: VABBYXYC**