



# INDIAN NOTICES TO MARINERS



EDITION NO. 03 DATED 01 FEB 2015

(CONTAINS NOTICES 038 TO 043)

REACH US 24 x 7



in的角度@nic.in  
msis-的角度@nic.in



+91-135-2748373



National Hydrographic Office  
107-A, Rajpur Road  
Dehradun – 248001  
INDIA



Joint Director of Hydrography  
Maritime Safety Information Services  
+91- 135 - 2747360-65

WWW

[www.hydrobharat.gov.in](http://www.hydrobharat.gov.in)

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

**FEEDBACK:** [msis-的角度@nic.in](mailto:msis-的角度@nic.in)



INSIST ON INDIAN CHARTS AND  
PUBLICATIONS  
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## II

### MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

Observing changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Government of India at the above mentioned address/fax number/ E mail address immediately on discovering new or suspected dangers to navigation, changes/defects pertaining to navigational aids, and shortcomings in Indian charts/publications. The Hydrographic Note [Form IH – 102] is a convenient form to notify such changes. Specimen form is attached at Section IX with this notice. Also visit our website for downloading and filling up instructions for Hydrographic Note.

**Chief Hydrographer  
to the Government of India**

### WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

**All mariners are cautioned against the use of counterfeit copies of IN Charts and publications. Navigational Charts produced from now on will carry a NHO crest as watermark on the reverse with backslip. Agents stamp is made mandatory on all Charts.**

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

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

### III

## **EXPLANATORY NOTES**

**Corrections to Charts and Publications.** Section I comprises List of Charts affected by the notices contained in this edition. Whereas sections II and III contain information for correcting the charts and publications. Mariners should insist on corrected charts from their chart distributors/agents.

- (a) Geographical positions given are in the horizontal datum of the current edition of the chart, unless otherwise stated.
- (b) Bearings are true, reckoned clockwise from 000° to 359°. Bearings to lights are from seaward.
- (c) Symbols referred to, are those shown on the chart 5020 (INT 1).
- (d) Alterations to depth contours, deletion of depths to make way for new detail, etc; are not normally mentioned, unless they have some navigational significance.
- (e) Blocks and notes, if any, accompanying the Notices in Sections II and III are placed after Section IX.

**Temporary and Preliminary Notices.** These are indicated by (T) and (P) respectively after the Notice number and are placed in Section III. SI Nos. of those in force are published quarterly on 01 Jan, 01 Apr, 01 Jul and 01 Oct, and their text is published in Annual Edition of Indian Notices to Mariners. They should be inserted in pencil, by the user, on receipt.

**Source of Information.** A star preceding the number of a Notice indicates that the notice is promulgated by INHO based on original information received.

**Sailing Directions.** Corrections for the Sailing Directions (Pilots) are given in Section VI.

**Lights.** Corrections to Indian List of Lights are given in Section VII, where affected Light List number is quoted.

- (a) These corrections should be incorporated as per instructions given on page XI of the List of Lights.
- (b) Such correction notices to list of lights may be published in either an earlier or a later Edition of N to M than the Edition containing the Notice to the chart correction.
- (c) The range of a light given is its nominal range. Its geographical range is given in parenthesis only if it is less than the nominal range.
- (d) A star indicates that the corresponding field is to be amended and all stars indicate that new light is to be inserted.

**Radio Signals.** The corrections in Section VIII should be cut and pasted in the appropriate volume of the List of Radio Signals.

**Radio Navigational Warnings.**

- (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.
- (b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
- (c) It should be borne in mind that they may be based on reports which cannot always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid over loading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

## IV

**Laws and Regulations.** While in the interest of the safety of shipping, the Hydrographic Office makes every endeavor to include in its publications details of the laws and regulations of all countries pertaining to navigation, it must be clearly understood: -

- (a) That no liability whatsoever can be accepted for failure to publish details of any particular law or regulation and
- (b) That publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

**Correction of Charts and Publications by the Users.** Notices to Mariners contain important information concerning safety of navigation at sea, hence, they should be used to keep the specified charts and publications up-to-date.

**Reliance on Charts and Associated Publications.** While every effort is made by the Hydrographic Office to ensure the accuracy of the information on Charts and Publications before they are published, it should be appreciated that it may not always be complete and up-to-date. The mariner must be the final judge for the reliance he can place on the information available, bearing in mind his particular circumstances, local pilotage guidance and judicious use of available navigational aids.

**Use of Global Positioning System (WGS 84) positions.**

- (a) The positions of hydrographic objects shown on most of the Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).
- (b) Wherever these differences have been ascertained, their average values are published as a Cautionary Note on the chart concerned, as shifts in Latitude and Longitude. Whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.
- (c) These datum shift values are not uniform, particularly in areas off Andaman and Nicobar and Lakshadweep Islands, as these places are not linked to mainland network (Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of dangers.

**Source Data on Charts.** All Indian charts contain specific information on their source of hydrographic data. In areas where the source data is very old, incomplete and less reliable, the mariner must use such charts with prudence. Mariner should always use the largest scale charts available for the area. Apart from being the most detailed, the larger scale charts are usually corrected first. Hydrographic information may be sparse on small scale charts. On such charts, a charted shoal may be in error as regards position, least depth and extent. Uncharted dangers may also exist, particularly in areas away from well-established routes. Mariners must exercise due caution.

**Further Guidance.** The Mariner's Hand Book (NP 100) gives full explanation on the use of charts and the type of information contained on charts. In their own interest, all users of charts should refer to it.

## NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

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

**NIL**

2. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>2006</b>	<b>MINICOY ISLAND</b>	<b>25,000</b>	<b>New Chart</b>
<b>2055</b>	<b>MUL DWARKA PORT</b>	<b>10,000</b>	<b>New Chart</b>
	<b>NORTH JETTY</b>	<b>5,000</b>	
<b>2120</b>	<b>KARWAR CIVIL PORT</b>	<b>15,000</b>	<b>New Chart</b>
<b>2515</b>	<b>PORT VICTORIA</b>	<b>7,500</b>	<b>New Chart</b>
<b>3010 (INT 7418)</b>	<b>PARADIP ANCHORAGE</b>	<b>25,000</b>	<b>New Chart</b>
	<b>PARADIP PORT</b>	<b>12,500</b>	
<b>4043</b>	<b>ARIEL BAY</b>	<b>10,000</b>	<b>New Chart</b>
<b>4162</b>	<b>APPROACHES TO BATTI MALV ISLAND</b>	<b>25,000</b>	<b>New Chart</b>

### Availability of ENC's

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

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: <a href="mailto:helpdesk@ukho.gov.uk">helpdesk@ukho.gov.uk</a> Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>	JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: <a href="mailto:enc@jeppesen.com">enc@jeppesen.com</a> , <a href="mailto:info@c-map.co.no">info@c-map.co.no</a> Website: <a href="http://www.jeppesen.com">www.jeppesen.com</a>
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: <a href="mailto:-data@ecc.no">-data@ecc.no</a> Website: - <a href="http://www.primar.org">www.primar.org</a>	

**SECTION – I**

The list of charts affected by the Notices 038 to 043 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
22 (INT 752)	3	042 (T)
31	5	038, 043 (T)
32 (INT 754)	5	038
33	5	038
214	3	042 (T)
221	3	039
293 (INT 7022)	3	042 (T)
313	5	038
315	4	038
316	4	038
321	7	041
322	7	041, 043 (T)
352 (INT 7416)	5	040
355 (INT 7405)	5	038
356 (INT 7400)	5	038
357 (INT 7397)	5	038
358 (INT 7394)	1	038
371	7	043 (T)
391	5	038
2022 (INT 7345)	3	042 (T)
3001 (INT 7402)	5	038
3003	5	038
3005	5	038
3007	5	038
3008	5	038
3010 (INT 7418)	5	040
3025	5	038
3026	5	038
3034	5	038

**SECTION – II**  
**PERMANENT NOTICES**

**\*038 (03/15) INDIA – WEST COAST – Kodikkarai to Machilipatnam – AIS. Light. Tower.**

Source: DGLL.

**Chart 31** [previous update 104/14]

Insert  AIS, at light

15° 47'·20N., 80° 59'·20E.

15° 02'·70N., 80° 03'·00E.

16° 14'·90N., 81° 14'·04E.

legend, “AIS”, at light

14° 17'·13N., 80° 08'·28E.

15° 47'·73N., 80° 24'·59E.

**Chart 32 (INT 754)** [previous update 034/15]

Insert  AIS, at light

10° 16'·80N., 79° 49'·40E.

12° 36'·80N., 80° 11'·50E.

13° 02'·38N., 80° 16'·78E.

13° 53'·50N., 80° 12'·30E.

15° 47'·73N., 80° 24'·59E.

15° 47'·20N., 80° 59'·20E.

16° 14'·90N., 81° 14'·04E.

legend, “AIS”, at light

13° 25'·20N., 80° 19'·64E.

10° 45'·96N., 79° 51'·01E.

11° 30'·26N., 79° 46'·22E.

11° 54'·99N., 79° 49'·85E.

14° 17'·13N., 80° 08'·28E.

15° 02'·70N., 80° 03'·00E.

**Chart 33** [previous update 130/14]

Insert  AIS, at light

12° 36'·80N., 80° 11'·50E.

13° 02'·38N., 80° 16'·78E.

13° 53'·50N., 80° 12'·30E.

legend, “AIS”, at light

14° 17'·13N., 80° 08'·28E.

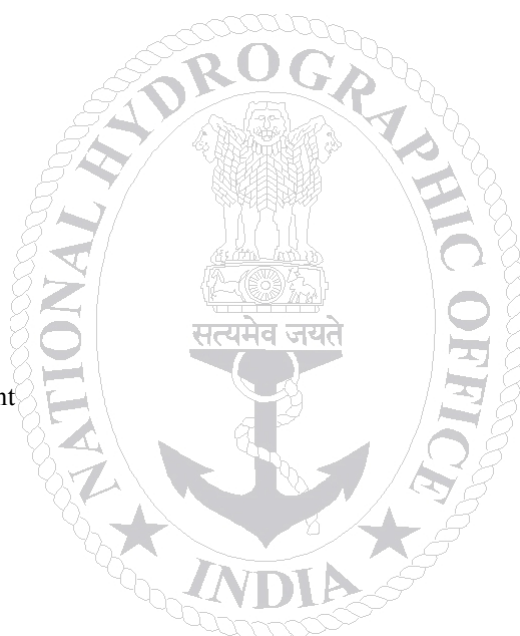
13° 25'·20N., 80° 19'·64E.

**Chart 391** [previous update 052/14]

Insert  AIS, at light

12° 36'·80N., 80° 11'·50E.

13° 53'·50N., 80° 12'·30E.





**\*038 (03/15) INDIA – WEST COAST – Kodikkarai To Machilipatnam – AIS. Light. Tower. Continued.**

15° 47′·73N., 80° 24′·59E.

15° 47′·20N., 80° 59′·20E.

16° 14′·90N., 81° 14′·04E.

legend, “AIS”, at light

14° 17′·13N., 80° 08′·28E.

15° 02′·70N., 80° 03′·00E.

13° 25′·20N., 80° 19′·64E.

13° 02′·38N., 80° 16′·78E.

**Chart 355 (INT 7405) [previous update 206/14]**Insert  AIS, at light

15° 47′·73N., 80° 24′·59E.

15° 47′·20N., 80° 59′·20E.

16° 14′·90N., 81° 14′·04E.

**Chart 356 (INT 7400) [previous update 149/13]**Insert  AIS, at light

12° 36′·80N., 80° 11′·50E.

13° 53′·50N., 80° 12′·30E.

legend, “AIS”, at light

14° 17′·13N., 80° 08′·28E.

15° 02′·70N., 80° 03′·00E.

13° 02′·38N., 80° 16′·78E.

**Chart 357 (INT 7397) [previous update 032/15]**Insert  AIS, at light

10° 16′·80N., 79° 49′·40E.

12° 36′·80N., 80° 11′·50E.

legend, “AIS”, at light

13° 02′·38N., 80° 16′·78E.

10° 45′·96N., 79° 51′·01E.

11° 30′·26N., 79° 46′·22E.

11° 54′·99N., 79° 49′·85E.

**Chart 358 (INT 7394) [previous update 034/15]**Insert  AIS, at light

10° 16′·80N., 79° 49′·40E.

**Chart 313 [previous update 033/15]**Insert  AIS, at light

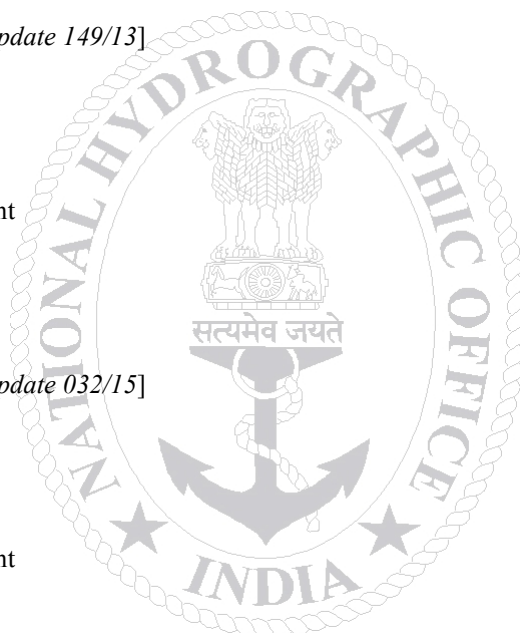
12° 36′·80N., 80° 11′·50E.

legend, “AIS”, at light

13° 02′·38N., 80° 16′·78E.

**Chart 316 [previous update 107/11]**Insert  AIS, at light

10° 16′·80N., 79° 49′·40E.





**\*038 (03/15) INDIA – WEST COAST – Kodikkarai to Machilipatnam – AIS. Light. Tower. Continued.****Chart 315** [previous update 034/15]Insert  AIS, at light 10° 16'·80N., 79° 49'·40E.**Chart 3026** [previous update NC 15 Oct 09]Insert  AIS, at light 15° 47'·73N., 80° 24'·59E.**Chart 3001 (INT 7402)** [previous update NC 15 Dec14]

Insert legend, “AIS”, at light 13° 02'·38N., 80° 16'·78E.

**Chart 3034** [previous update NC 30 Nov 13]

Insert legend, “AIS”, at light 14° 17'·13N., 80° 08'·28E.

**Chart 3005** [previous update NE 31 Mar 08]Insert  AIS, at light 16° 14'·90N., 81° 14'·04E.**Chart 3007** [previous update NC 30Nov 12]

Insert legend, “AIS”, at light 10° 45'·96N., 79° 51'·01E.

**Chart 3008** [previous update NC 15Jan15]Insert  AIS, at light 15° 47'·73N., 80° 24'·59E.**Chart 3003** [previous update 155/14]

Insert legend, “AIS”, at light 11° 54'·99N., 79° 49'·85E.

**Chart 3025** [previous update NC 30 Nov 12]Insert  FL.15s36m26M  
Racon (B)  
AIS 11° 30'·26N., 79° 46'·22E.Delete  11° 30'·26N., 79° 46'·22E.**\*039/(03/15) INDIA – WEST COAST – Allepy to Quilon – Light.**

Source: DLL Cochin.

**Chart 221** [previous update 034/15]Delete  FIR4s6M  
FIG4s6M  
(2Lts) 09° 19'·15N., 76° 22'·68E**\*040(03/15) INDIA – EAST COAST – Paradip Port – Cautionary Note.**

Source: Paradip Port Trust.

**Chart 352 (INT 7416)** [previous update 154/14]

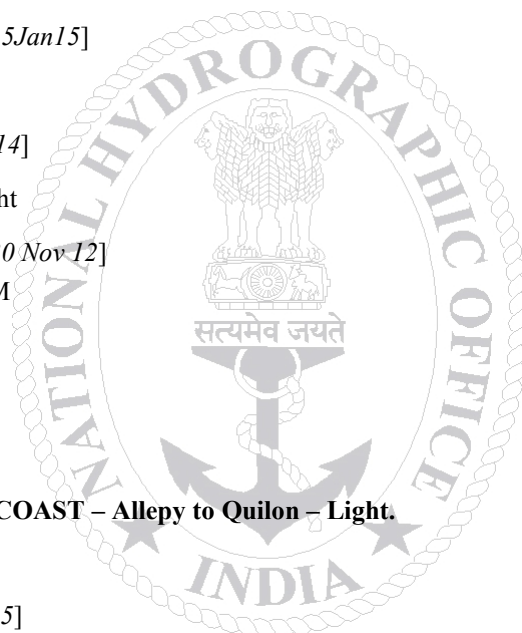
Insert legend, (see Note), centered on : 20° 07'·50N., 86° 42'·50E.

accompanying note, “Cautionary Note”, centered on: 20° 32'·00N., 85° 30'·00E.

**Chart 3010 (INT 7418)** [previous update 230/12]

Insert legend, (see Note), centered on : 20° 11'·65N., 86° 39'·65E.

accompanying note, “Cautionary Note”, centered on: 20° 17'·30N., 86° 40'·22E. (Plan)

**Former INM 239(T)/12 is cancelled.**

**\*041(03/15) COAST OF BURMA – BAY OF BENGAL – Kyaukphyu Channel – Anchorage Area. Pilot Boarding Place.**

Source: Myanmar Hydrographic Office.

**Chart 321** [previous update 156/14] WGS 84 Datum

Insert limit of anchorage area ,-----⚓-----, joining: (a) 19° 32'.25N., 93° 17'.57E.  
 19° 32'.74N., 93° 15'.51E.  
 19° 31'.76N., 93° 15'.25E.  
 19° 31'.27N., 93° 17'.31E.  
 (a) above  
 19° 30'.00N., 93° 20'.00E.



**Chart 322** [previous update 156/14] WGS 84 Datum

Insert limit of anchorage area ,-----⚓-----, joining: (a) 19° 32'.25N., 93° 17'.57E.  
 19° 32'.74N., 93° 15'.51E.  
 19° 31'.76N., 93° 15'.25E.  
 19° 31'.27N., 93° 17'.31E.  
 (a) above  
 19° 30'.00N., 93° 20'.00E.



### SECTION – III

## TEMPORARY AND PRELIMINARY NOTICES

**\*042(T)/(03/15) INDIA – WEST COAST – Approaches to Mormugao – Unlit Vessel.**

Source: Ports department, Goa.

1. Unmanned and unlit MT Pratibha Bheema (Length-273 meters, Breadth-43 meters) anchored at Panaji outer anchorage at 15° 29'·67N., 73° 40'·63E.
2. During the drilling period. Unauthorized Navigation, Anchoring, Fishing and Trawling are prohibited within 4Km from above mentioned block.
3. Mariners are advised to keep sharp lookout and keep well clear from the above vessel while navigating in the area.

**Charts affected – 22 (INT 752) – 214– 293 (INT 7022) – 2022 (INT 7345).**

**\*043(T)/(03/15) INDIA – BAY OF BENGAL – Sittwe (Akyab) to Preparis Island – Drilling Operation.**

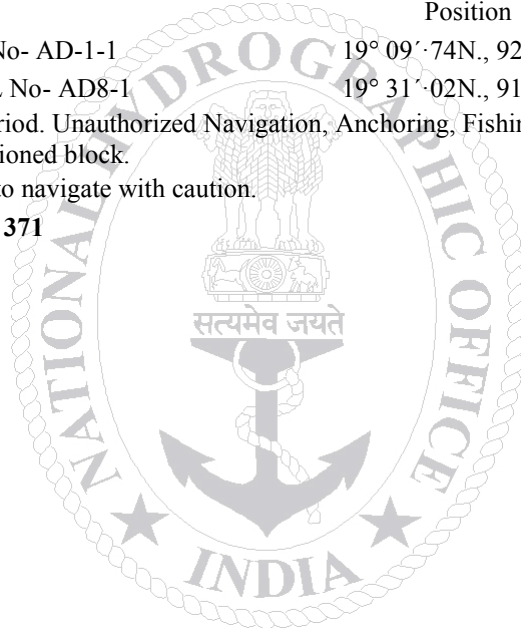
Source: Myanmar Hydrographic Office.

1. Drilling operation will be carried out by Ultra Deep Water unit Hai Yaung Shi You 0981 in below mentioned block till **30 Jun 2015**:

Sl. No.	Point	Position
(a)	Well No- AD-1-1	19° 09'·74N., 92° 35'·46E.
(b)	WELL No- AD8-1	19° 31'·02N., 91° 54'·68E.

2. During the drilling period. Unauthorized Navigation, Anchoring, Fishing and Trawling are prohibited within 4Km from above mentioned block.
3. Mariners are advised to navigate with caution.

**Charts affected – 31 – 322– 371**



## **SECTION – IV** **MARINE INFORMATION**

### 1. **NAVTEX TRANSMISSION**

MSI Promulgation by NAVTEX Stations at Mumbai and Chennai are temporarily out of operation.

(Source – DG Shipping)

### 2. **MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS**

All merchant vessels entering Indian EEZ are advised that dense fishing activity may be encountered off West Coast of India. Fishing is generally carried out by mechanized boats and single hull boats with outboard motors carrying 4-5 crew using long lines upto 50 NM from coast. The vessels traversing the nets are likely to be approached by fishing boats for safeguarding nets and lines and should not be mistaken as skiffs and PAG's. Masters of vessels to report any suspicious activity of fishing vessels immediately to MRCC (Mumbai) on telephone +91-22-24388065, 24316558, Email: - [indsar@vsnl.net](mailto:indsar@vsnl.net), or [icgmrc\\_mumbai@mtnl.net](mailto:icgmrc_mumbai@mtnl.net). Any suspicious activity of skiffs / boats to be photographed if possible. Merchant vessels with armed guards on board are to report presence of guards to Indian Navy/Coast Guard while transiting Indian EEZ.

(Source - NAVAREA VIII Warning 100/12)

### 3. **DISPLAY ANOMALIES IN ECDIS**

(a) Mariners are advised that the International Hydrographic Organization (IHO) check data set shows that some ECDIS systems fail to display some significant underwater features in the standard display mode. The use of this check data set, issued through ENC service providers and available from the IHO website [www.iho.int](http://www.iho.int), to check the operation of ECDIS is strongly recommended. JRC has confirmed that certain versions of JRC ECDIS fail to display some types of wreck and obstructions, including stranded wrecks, in any display mode.

Where JRC ECDIS is in use, paper charts should be the primary means of navigation until the ECDIS has been proved to operate correctly. See [www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html](http://www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html) for further information.

(b) Some Electronic Chart Display and Information Systems (ECDIS) may exhibit operating anomalies. The International Maritime Organization's (IMO) circular SN.1/CIRC.312 pages /imodocs.aspx (registration required) lists identified anomalies, Their characteristics and remedial advice. Mariners are reminded that they should access the International Hydrographic Organization (IHO) data presentation and performance check (DPPC) dataset (news links of <http://www.iho.int/srv1>) and ensure that all installed ECDIS units are checked.

(Source - NAVAREA VIII Warning 141/12 & 529/12)

### 4. **SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME**

The Director General Shipping has established Safety fairways, recommended routes and traffic separation scheme (TSS) in restricted Indian waters including the offshore development area to enhance safety of navigation. The details of coordinates for the above have been published in the fortnightly Indian Notices to Mariners Edition No 14 of 2008 (16<sup>th</sup> July 2008).

(a) Safety Fairways: An area within which permits are not granted for the erection of oil or gas related structures. The use of a safety fairway is not usually mandatory, but is recommended. Safety fairways have been promulgated in and round offshore development area in Arabian Sea up to the Exclusive Economic Zone (EEZ) due to increased weather related marine accidents and dense traffic. These are mandatory for all Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

(b) Recommended routes have been established along the coast of Gujarat. These are to assist mariners to navigate safely in order to represent the best routes for crossing traffic and to minimize head-on

encounters in vicinity of Oilfield Development Areas and regulate coastal traffic. Mariners are advised to keep 1 to 2 miles starboard of the shown routes consistent with Rules of the Road.

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

## 5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

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

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

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

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

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

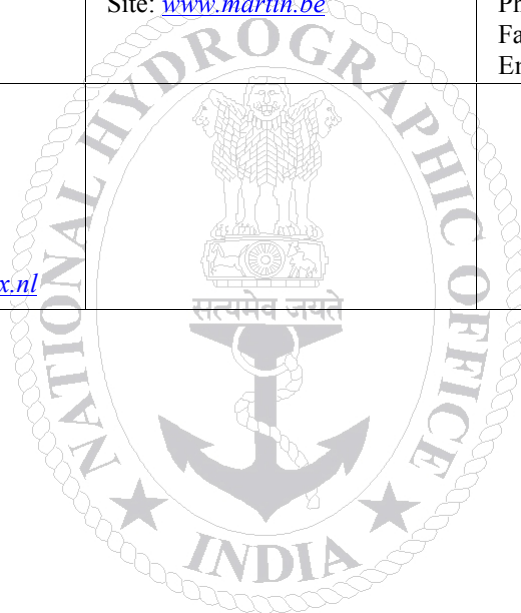
## 7. **CAUTIONARY NOTE**

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

### Distribution of Indian Paper Charts and Nautical Publications

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

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M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 059 Mob: +91 7926923982/83, Fax: +91 7926923984 Email: <a href="mailto:info@aatash.com">info@aatash.com</a> , <a href="mailto:zubin@aatash.com">zubin@aatash.com</a>	



**SECTION – V**  
**NAVAREA – VIII WARNINGS IN FORCE**

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

2. NAVAREA VIII Warnings in force as on 31 Jan 15:

<b>2013 SERIES</b> – 035 228 506 662
<b>2014 SERIES</b> – 111 211 233 241 310 311 336 398 405 406 415 438 439 440 467 476 489 553 555 575 586 614 654 662 668 676
<b>2015 SERIES</b> – 015 025 030 031 041 042 049 054 055 058 060 063 064 065 067 068 069 070 071 072 073 074 075 076

3. NAVAREA VIII Warnings issued during the period from 16 Jan to 31 Jan 15 (both dates inclusive) are as tabulated below: –

<p><b>033. India West Coast - Trivandrum.</b> Charts 22 32 222 260 INT 706. RH-200 rocket launch at 75 degree elevation scheduled from Thumba (08-31.98N 076-52.05E) from 0530 to 0730 UTC on 21 Jan 15</p> <p>2. Danger Zones (a) Sector of radius 05 NM from launcher between azimuth 190 and 300 (b) Sector of radii 45 NM and 75 NM from launcher between azimuth 220 and 260</p> <p>3. Cancel this MSG 210830 UTC Jan 15</p>																														
<p><b>034. India East Coast – off Nizampatnam.</b> Charts 31 32 355 391 3026 INT 706. Air defence missile and gun firing scheduled from 21-24 Jan between 0130 to 1530 UTC.</p> <p>2. Danger area contained within radials 100 and 210 degree (t) extending upto 60 NM from 15-50.5N 080-29.5E</p> <p>3. Cancel this MSG on 241630 UTC Jan 15</p>																														
<p><b>035. Cancel NAVAREA VIII 022/15. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 161003 UTC Jan 15</p> <table> <tr> <td>ABAN II</td> <td>16-39.14N</td> <td>082-22.72E</td> </tr> <tr> <td>ACTINIA</td> <td>16-19.34N</td> <td>082-14.82E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-24.53N</td> <td>082-02.93E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-2</td> <td>16-41.80N</td> <td>082-41.50E</td> </tr> <tr> <td>PLATINUM EXPLORER</td> <td>16-32.90N</td> <td>082-31.20E</td> </tr> <tr> <td>GSF-140</td> <td>16-35.07N</td> <td>082-27.83E</td> </tr> <tr> <td>HERCULES 208</td> <td>16-28.50N</td> <td>082-11.60E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-18.17N</td> <td>082-13.78E</td> </tr> <tr> <td>SAGAR VIJAY</td> <td>16-32.72N</td> <td>082-28.36E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-22.04N</td> <td>081-59.25E</td> </tr> </table> <p>2. Wide berth requested</p>	ABAN II	16-39.14N	082-22.72E	ACTINIA	16-19.34N	082-14.82E	DEEP SEA MATDRILL	16-24.53N	082-02.93E	DSR DHIRUBHAI DEEPWATER KG-2	16-41.80N	082-41.50E	PLATINUM EXPLORER	16-32.90N	082-31.20E	GSF-140	16-35.07N	082-27.83E	HERCULES 208	16-28.50N	082-11.60E	NOBLE DUCHESS	16-18.17N	082-13.78E	SAGAR VIJAY	16-32.72N	082-28.36E	SAGAR RATNA	16-22.04N	081-59.25E
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SAGAR RATNA	16-22.04N	081-59.25E																												
<p><b>036. NAVAREA VIII-warnings in force as on 16 Jan 2015</b></p> <p><b>2013 Series</b> – 035 197 228 506 547 662</p> <p><b>2014 Series</b> – 111 211 233 241 310 311 336 398 405 406 415 438 439 440 467 476 489 553 555 575 586 614 654 662 668 676 677 687 691</p> <p><b>2015 Series</b> - 002 004 006 008 011 015 022 024 025 026 027 029 030 031 032 033 034 035</p> <p>(a) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a></p> <p>(b) Text of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners</p> <p>2. Cancel this MSG 231003 UTC Jan 15</p>																														
<p><b>037. Andaman Sea–South Andaman.</b> Charts 33 41 404 473 INT 706. Firing by CG aircraft scheduled from 21-23 Jan from 0200-1000 UTC in area bounded by</p> <p>(a) 11-50N 093-20E (b) 11-50N 093-35E (c) 12-00N 093-20E (d) 12-00N 093-35E</p> <p>2. Safe flying height 1550 mtrs</p> <p>3. Cancel this MSG 231100 UTC Jan 15</p>																														
<p><b>038. India West Coast – Okha.</b> Charts 21 202 203 251 271 291 2013 2068 INT 705. Firing by naval coast battery scheduled from 0530-0730 UTC on 22 Jan 15</p> <p>2. Danger area extending upto 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E</p> <p>3. Safe flying height 12800 mtrs</p> <p>4. Cancel this MSG 220830 UTC Jan 15</p>																														

<p><b>039. Indian Ocean - Gulf of Mannar.</b> Charts 32 222 224 262 INT 71 INT 706. Firing practice by coast guard aircraft scheduled from 22-31 Jan 15 from 0130 - 1130 UTC in area bounded by  (a) 08-25N 078-25E (b) 08-40N 078-45E (c) 08-35N 078-30E</p> <p>2. Safe flying height 2000 metres  3. Cancel this MSG 311230 UTC Jan 15</p>																														
<p><b>040. Cancel NAVAREA VIII 027/15. Bay of Bengal.</b> Charts 31 INT 71 INT 706. INCOIS reported drifting of mooring buoy towards south-west with 2.2 km combination ropes and oceanographic equipments. position of buoy 16-09.97N 086-41.97E at 190018 UTC Jan 15</p>																														
<p><b>041. Off Tanzania.</b> Charts INT 71 INT 070 INT 701. Seismic vessel Amazon Warrior progressing survey till 31 Mar 15 in area bounded by  (a) 05-58.35S 039-30.78E (b) 05-58.35S 040-55.08E (c) 07-45.00S 041-24.55E  (d) 07-45.00S 040-43.78E (e) 06-52.53S 040-29.49E (f) 06-45.60S 039-43.13E</p> <p>2. Vessel towing 14 streamers of 8.4 km length  3. Wide berth of over 07 NM astern and 03 NM ahead and abeam requested  4. Cancel this MSG 010001 UTC Apr 15.</p>																														
<p><b>042. Bay of Bengal-Myanmar Waters.</b> Charts 31 371 INT 71 INT 706 . Ultra deep water unit Hai Yaung Shi You 0981 will carry out drilling operation from 20 Jan to 30 Jun 15 in offshore block AD-1 and AD-8 in position 19-09.74N 092-35.46E and 19-31.01N 091-54.68E</p> <p>2. Unauthorized navigation, anchoring, fishing and trawling prohibited within 4 km from AD-1 and AD-8  3. Cancel this MSG 010001 UTC Jul 15</p>																														
<p><b>043. Bay of Bengal.</b> Charts INT 71 INT 706 INT 707. Sri lankan fishing vessel FVSL Sagara Wasana-02 (Reg no imul-a-0152-klt, 38 ft length, blue colour) reported missing since 10 Jan 15 with 06 crew in vicinity of 02-00N 082-00E</p>																														
<p><b>044. India West Coast – Arabian Sea.</b> Charts 21 292 INT 71. One fishing vessel (LPC kolachal, 60 ft length, blue colour hull) reported adrift with 09 crew in vicinity of 18-38 N 066-52 E at 180545 UTC Jan 15</p>																														
<p><b>045. India West Coast- Gulf of Khambhat.</b> Charts 21 209 210 254 292 INT 705. Firing practice by CG aircraft scheduled on 23 Jan 15 from 0430 -0830 UTC in area bounded by  (a) 20-18.5N 072-02.5E (b) 20-18.5N 072-15.0E (c) 20-09.5N 072-12.0E (d) 20-09.5N 072-00.0E</p> <p>2. Safe flying height 1600 metres  3. Cancel this MSG 230930 UTC Jan 15</p>																														
<p><b>046. Bay of Bengal.</b> Charts 23 32 33 INT 71. Sri lankan fishing vessel Tharu-02 (Reg no imul-a-0289-klt, 40 ft length, blue and red colour) reported missing since 03 Jan 15 with 05 crew in vicinity of 06-00N 083-00E</p>																														
<p><b>047. Bay of Bengal.</b> Charts 31 360 361 INT 71 INT 706. Refer to Bangladesh N to M 45/2015. Firing practice by naval ships scheduled daily from 25-27 Jan 15 in area bounded by</p> <p style="text-align: center;">AREA- 1</p> <p>(a) 21-38.4N 091-02.7E (b) 22-02.4N 091-37.5E (c) 21-57.7N 091-44.5E (d) 21-23.0N 091-22.5E</p> <p style="text-align: center;">AREA-2</p> <p>(a) 21-53.9N 091-36.3E (b) 21-53.8N 091-33.2E (c) 21-50.6N 091-34.9E (d) 21-51.0N 091-38.3E</p> <p style="text-align: center;">AREA-3</p> <p>(a) 22-01.2N 091-40.0E (b) 21-57.2N 091-34.0E (c) 21-50.0N 091-41.3E (d) 21-54.1N 091-47.4E</p> <p>2. Safe flying height 10000 meters  3. Cancel this MSG 280001 UTC Jan 15</p>																														
<p><b>048. India East Coast – Bay of Bengal.</b> Charts 31 32 391 INT 71 INT 706. Naval ships will carry out practice missile firing on 25 and 26 Jan from 0130-1230 UTC in area bounded by  (a) 15-30N 083-24E (b) 16-14N 084-00E (c) 15-34N 084-46E (d) 15-08N 084-24E</p> <p>2. Safe flying height 22000 mtrs  3. Cancel this MSG 261330 UTC Jan 15</p>																														
<p><b>049. Cancel NAVAREA VIII 035/15. India East Coast – Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 211003 UTC Jan 15</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">ABAN II</td> <td style="width: 25%;">16-39.14N</td> <td style="width: 25%;">082-22.72E</td> </tr> <tr> <td>ACTINIA</td> <td>16-19.34N</td> <td>082-14.82E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-24.53N</td> <td>082-02.93E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-2</td> <td>16-41.80N</td> <td>082-41.50E</td> </tr> <tr> <td>PLATINUM EXPLORER</td> <td>16-32.90N</td> <td>082-31.20E</td> </tr> <tr> <td>GSF-140</td> <td>16-24.70N</td> <td>082-23.30E (New)</td> </tr> <tr> <td>HERCULES 208</td> <td>16-28.50N</td> <td>082-11.60E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-18.17N</td> <td>082-13.78E</td> </tr> <tr> <td>SAGAR VIJAY</td> <td>16-32.72N</td> <td>082-28.36E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-22.04N</td> <td>081-59.25E</td> </tr> </table> <p>2. Wide berth requested</p>	ABAN II	16-39.14N	082-22.72E	ACTINIA	16-19.34N	082-14.82E	DEEP SEA MATDRILL	16-24.53N	082-02.93E	DSR DHIRUBHAI DEEPWATER KG-2	16-41.80N	082-41.50E	PLATINUM EXPLORER	16-32.90N	082-31.20E	GSF-140	16-24.70N	082-23.30E (New)	HERCULES 208	16-28.50N	082-11.60E	NOBLE DUCHESS	16-18.17N	082-13.78E	SAGAR VIJAY	16-32.72N	082-28.36E	SAGAR RATNA	16-22.04N	081-59.25E
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<b>050.</b>	<b>Cancel NAVAREA VIII 197/13 547/13 029/15 and this MSG.</b> 035/036/Section VII of INTM 02/15 refers																																																																																				
<b>051.</b>	<b>Bay of Bengal – off Sri Lanka.</b> Charts 33 INT 71 INT 706 INT 707. Partially submerged upturned metallic boat reported adrift in position 05-57.00 N 086 15.30 E at 200728 UTC Jan 15.																																																																																				
<b>052.</b>	<b>Cancel NAVAREA VIII 032/15. India West Coast - Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 221002 UTC Jan 15																																																																																				
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2.	Wide berth requested																																																																																				
<b>053.</b>	<b>Bay of Bengal – Off Sri Lanka.</b> Charts 33 INT 71 INT 706 INT 707. Partially submerged inverted metallic boat/ODAS buoy of 4 x 4 mtr reported adrift in position 05-57.4N 086 06.4E at 220900 UTC Jan 15																																																																																				
<b>054.</b>	<b>Indian Ocean and Bay of Bengal.</b> Charts 31 351 352 3010 3017 INT 71 INT 706. Experimental flight trial scheduled from ITR launch on 310230-310630 UTC Jan and 010400-010800 and 020400-020800 UTC Feb 15 in area bounded by																																																																																				
	<table> <tr><td colspan="6" style="text-align: center;">AREA -1</td></tr> <tr><td>(a) 20-48.36N</td><td>087-02.58E</td><td>(b) 19-03.39N</td><td>086-26.30E</td><td>(c) 06-22.00S</td><td>087-05.29E</td></tr> <tr><td>(d) 06-16.38S</td><td>089-21.89E</td><td>(e) 05-59.53S</td><td>091-37.58E</td><td>(f) 19-11.29N</td><td>088-02.33E</td></tr> <tr><td>(g) 20-48.76N</td><td>087-07.40E</td><td></td><td></td><td></td><td></td></tr> <tr><td colspan="6" style="text-align: center;">AREA - 2</td></tr> <tr><td>(a) 15-24.16S</td><td>087-38.14E</td><td>(b) 25-19.43S</td><td>088-26.10E</td><td>(c) 25-10.82S</td><td>091-02.58E</td></tr> <tr><td>(d) 24-53.78S</td><td>093-37.96E</td><td>(e) 14-59.66S</td><td>092-35.90E</td><td></td><td></td></tr> </table>	AREA -1						(a) 20-48.36N	087-02.58E	(b) 19-03.39N	086-26.30E	(c) 06-22.00S	087-05.29E	(d) 06-16.38S	089-21.89E	(e) 05-59.53S	091-37.58E	(f) 19-11.29N	088-02.33E	(g) 20-48.76N	087-07.40E					AREA - 2						(a) 15-24.16S	087-38.14E	(b) 25-19.43S	088-26.10E	(c) 25-10.82S	091-02.58E	(d) 24-53.78S	093-37.96E	(e) 14-59.66S	092-35.90E																																												
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2.	No over flight and shipping permitted in danger zone																																																																																				
3.	Cancel this MSG 020900 UTC Feb 15																																																																																				
<b>055.</b>	<b>India West Coast- Gulf of Kachchh.</b> Charts 21 203 2068 INT 705. Salaya channel marking buoy VLCC unlit																																																																																				
<b>056.</b>	<b><u>NAVAREA VIII warnings in force as on 23 Jan 2015</u></b>																																																																																				
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2.	Cancel this MSG 301003 UTC Jan 15																																																																																				

<p><b>057. India East Coast – Visakhapatnam.</b> Charts 31 32 308 354 3002 INT 706. Firing by naval coast battery scheduled from 0001-0300 UTC on 29 Jan 15</p> <p>2. Danger sector extending upto 12 NM between bearing 070 and 130 from 17-42N 083-18E</p> <p>3. Safe flying height 2000 mtrs</p> <p>4. Cancel this MSG 290400 UTC Jan 15</p>																																																																																				
<p><b>058. India East Coast- Chennai.</b> Charts 32 33 313 356 357 3001 INT 706. Firing practice by naval coast battery scheduled between 0530 to 0730 UTC on 30 Jan 15</p> <p>2. Danger sector extending upto 11 NM between bearing 045 and 075 from 13-07.02N 080-18.01E</p> <p>3. Safe flying height 12800 metres</p> <p>4. Cancel this MSG 300830 UTC Jan 15</p>																																																																																				
<p><b>059. Cancel NAVAREA VIII 052/15. India West Coast - Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 231006 UTC Jan 15</p> <table border="0"> <tr><td>ABAN III</td><td>18-47.46N</td><td>071-59.99E</td></tr> <tr><td>ABAN ICE</td><td>18-35.95N</td><td>071-15.96E</td></tr> <tr><td>BADRINATH</td><td>19-28.06N</td><td>071-53.40E</td></tr> <tr><td>CE THORNTON</td><td>23-03.00N</td><td>072-23.00E</td></tr> <tr><td>DISCOVERY-1</td><td>19-05.35N</td><td>072-06.89E</td></tr> <tr><td>DYNAMIC VISION</td><td>18-39.23N</td><td>070-58.86E</td></tr> <tr><td>ENERGY DRILLER</td><td>18-35.98N</td><td>071-00.28E</td></tr> <tr><td>FG MC CLINTOCK</td><td>19-32.35N</td><td>071-20.92E</td></tr> <tr><td>GREAT DRILLER CHAAYA</td><td>19-42.00N</td><td>071-03.13E</td></tr> <tr><td>GREATDRILL CHETNA</td><td>19-57.30N</td><td>071-14.47E</td></tr> <tr><td>HARVEY H WARD</td><td>19-36.73N</td><td>071-24.01E</td></tr> <tr><td>JINDAL STAR</td><td>18-38.20N</td><td>071-00.92E</td></tr> <tr><td>JT ANGEL</td><td>20-09.38N</td><td>071-49.42E</td></tr> <tr><td>KEDARNATH</td><td>20-15.31N</td><td>071-15.17E</td></tr> <tr><td>NOBLE ED HOLT</td><td>18-55.59N</td><td>072-02.48E</td></tr> <tr><td>RON TAPMEYAR</td><td>19-14.45N</td><td>070-58.88E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-12.67N</td><td>070-55.61E</td></tr> <tr><td>SAGAR SHAKTI</td><td>19-13.89N</td><td>072-08.37E</td></tr> <tr><td>SAGAR JYOTI</td><td>19-25.56N</td><td>071-17.81E</td></tr> <tr><td>SAGAR KIRAN</td><td>19-25.24N</td><td>071-16.99E</td></tr> <tr><td>SAGAR LAXMI</td><td>20-58.00N</td><td>071-33.00E</td></tr> <tr><td>SAGAR PRAGATI</td><td>20-58.00N</td><td>071-33.00E</td></tr> <tr><td>SAGAR UDAY</td><td>18-36.16N</td><td>071-01.64E</td></tr> <tr><td>SUNDOWNER VII</td><td>18-29.06N</td><td>072-15.15E</td></tr> <tr><td>TRIDENT II</td><td>18-29.42N</td><td>072-14.73E</td></tr> <tr><td>TRIDENT XII</td><td>19-07.35N</td><td>072-06.45E</td></tr> <tr><td>VICTORY DRILLER</td><td>19-33.23N</td><td>071-19.75E NEW</td></tr> <tr><td>VIRTUE-I</td><td>19-28.70N</td><td>071-46.66E</td></tr> </table> <p>2. Wide berth requested</p>	ABAN III	18-47.46N	071-59.99E	ABAN ICE	18-35.95N	071-15.96E	BADRINATH	19-28.06N	071-53.40E	CE THORNTON	23-03.00N	072-23.00E	DISCOVERY-1	19-05.35N	072-06.89E	DYNAMIC VISION	18-39.23N	070-58.86E	ENERGY DRILLER	18-35.98N	071-00.28E	FG MC CLINTOCK	19-32.35N	071-20.92E	GREAT DRILLER CHAAYA	19-42.00N	071-03.13E	GREATDRILL CHETNA	19-57.30N	071-14.47E	HARVEY H WARD	19-36.73N	071-24.01E	JINDAL STAR	18-38.20N	071-00.92E	JT ANGEL	20-09.38N	071-49.42E	KEDARNATH	20-15.31N	071-15.17E	NOBLE ED HOLT	18-55.59N	072-02.48E	RON TAPMEYAR	19-14.45N	070-58.88E	SAGAR GAURAV	19-12.67N	070-55.61E	SAGAR SHAKTI	19-13.89N	072-08.37E	SAGAR JYOTI	19-25.56N	071-17.81E	SAGAR KIRAN	19-25.24N	071-16.99E	SAGAR LAXMI	20-58.00N	071-33.00E	SAGAR PRAGATI	20-58.00N	071-33.00E	SAGAR UDAY	18-36.16N	071-01.64E	SUNDOWNER VII	18-29.06N	072-15.15E	TRIDENT II	18-29.42N	072-14.73E	TRIDENT XII	19-07.35N	072-06.45E	VICTORY DRILLER	19-33.23N	071-19.75E NEW	VIRTUE-I	19-28.70N	071-46.66E
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<p><b>060. India West Coast – Arabian Sea.</b> Charts 22 272 293 INT 71. Firing by in ships scheduled on 30 Jan 15 from 0230-0630 UTC in area bounded by</p> <p>(a) 14-50N 071-24E (b) 14-50N 072-16E (c) 14-00N 071-24E (d) 14-00N 072-16E</p> <p>2. Safe flying height 22000 mtrs</p> <p>3. Cancel this MSG 300730 UTC Jan 15</p>																																																																																				
<p><b>061. Cancel NAVAREA VIII 040 051 / 15 and this MSG.</b></p>																																																																																				
<p><b>062. Bay of Bengal. Charts 32 INT 71 INT 706.</b> Sri lankan fishing vessel Krishni Duwa-02 (Reg no imul-a-0864-tle, 46 ft length, green blue and yellow colour) reported adrift since 26 Jan due engine failure with six crew in vicinity of 05-55N 078-33E.</p>																																																																																				
<p><b>063. India East Coast – Gopalpur.</b> Charts 31 352 353 391 3005 INT 706.</p> <p>2. Army air defence firing scheduled from 02-04 Feb 15 daily from 2330-1730 UTC in area bounded by</p> <p>(a) 19-14.60N 084-53.70E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E</p> <p>and arc of 42 nm radius joining point (b) and (c)</p> <p>safe flying height 24400 mtrs</p> <p>3. Pilotless target aircraft flight scheduled from 02-04 Feb 15 daily from 2330-1730 UTC in area bounded by</p> <p>(a) 19-17.67N 084-55.21E (b) 19-10.75N 084-47.38E (c) 18-56.03N 084-52.64E (d) 19-12.33N 085-14.92E</p> <p>safe flying height 1550 m</p> <p>4. No overflight and vessels permitted in area.</p> <p>5. Cancel this MSG 041830 UTC Feb 15</p>																																																																																				

<b>064. India East Coast – Off Nizampatnam.</b> Charts 31 32 355 391 3026 INT 706. Army air missile and gun firing scheduled from 01-04 Feb between 0130 to 1530 UTC.		
2. Danger area contained within radials 100 and 210 degree (t) extending upto 60 NM from 15-50.5N 080-29.5E		
3. Cancel this MSG on 041630 UTC Feb 15		
<b>065. India West Coast – Daman.</b> Charts 21 209 210 254 292 INT 71. Naval ship with survey boats progressing hydrographic survey till 10 Feb 15 in area bounded within 20-21.40N to 20-27.60N and 072-41.0E to 072-50.60E		
2. Wide berth of 02 and 01 NM around ship and boat requested		
3. Cancel This MSG 110001 UTC Feb 15		
<b>066. Cancel NAVAREA VIII 059/15. India West Coast - Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 271005 UTC Jan 15		
ABAN III	18-47.46N	071-59.99E
ABAN ICE	18-35.95N	071-15.96E
BADRINATH	19-28.06N	071-53.40E
CE THORNTON	23-03.00N	072-23.00E
DISCOVERY-1	19-05.35N	072-06.89E
DYNAMIC VISION	18-39.23N	070-58.86E
ENERGY DRILLER	18-35.98N	071-00.28E
FG MC CLINTOCK	19-32.35N	071-20.92E
GREAT DRILLER CHAAYA	19-42.00N	071-03.13E
GREATDRILL CHETNA	19-57.30N	071-14.47E
GREATDRILL CHITRA	19-19.55N	072-00.81E (New)
HARVEY H WARD	19-36.73N	071-24.01E
JINDAL STAR	18-38.20N	071-00.92E
JT ANGEL	20-09.38N	071-49.42E
KEDARNATH	20-15.31N	071-15.17E
NOBLE ED HOLT	18-55.59N	072-02.48E
RON TAPMEYAR	19-14.45N	070-58.88E
SAGAR GAURAV	19-12.67N	070-55.61E
SAGAR SHAKTI	19-13.89N	072-08.37E
SAGAR JYOTI	19-25.56N	071-17.81E
SAGAR KIRAN	19-25.24N	071-16.99E
SAGAR LAXMI	20-58.00N	071-33.00E
SAGAR PRAGATI	20-58.00N	071-33.00E
SAGAR UDAY	18-36.16N	071-01.64E
SUNDOWNER VII	18-29.06N	072-15.15E
TRIDENT II	18-29.42N	072-14.73E
TRIDENT XII	19-07.35N	072-06.45E
VICTORY DRILLER	19-33.23N	071-19.75E
VIRTUE-I	19-28.70N	071-46.66E
2. Wide berth requested		
<b>067. India East Coast – Bay of Bengal.</b> Charts 32 33 356 INT 706. Firing practice by naval aircraft scheduled from 0230 to 1130 UTC from 01-07 and 15-21 Feb 15		
2. Danger zone extending upto 15 NM around 13-50N 081-40E		
3. Safe flying height 3100 metres		
4. Cancel this MSG 211230 UTC Feb 15		
<b>068. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by naval coast battery		
Date	Time (UTC)	
03 Feb 15	0900 to 1200	
06 Feb 15	0900 to 1200 and 1230 to 1430	
10 Feb 15	0900 to 1200	
13 Feb 15	0900 to 1200	
17 Feb 15	0900 to 1200	
20 Feb 15	0900 to 1200 and 1230 to 1430	
24 Feb 15	0900 to 1200	
27 Feb 15	0900 to 1200	
2. Firing area bounded by:		
(a) 09-57.5N 075-59.5E (b) 09-57.7N 076-14.2E (c) 09-44.0N 076-17.5E (d) 09-42.5N 076-09.5E		
3. Safe flying height 10000 metres		
4. Cancel this MSG 271300 UTC Feb 15		
<b>069. Cancel NAVAREA VIII 677/13 002 043 044 046 053 062/14 and this MSG.</b>		

<b>070. Indian East Coast - Bay of Bengal (.)</b> Charts 31 INT 71 INT 706 (.) INCOIS reported drifting of mooring buoy towards south-west with 2.2 km combination ropes and oceanographic equipments. position of buoy 14-18.12N 084-44.88E at 290200 UTC Jan 15			
<b>071. India East Coast – Bay of Bengal (.)</b> Charts 31 355 391 INT 706 (.) RV Sindhu Sadhana progressing geophysical survey till 15 Feb 15 towing deep tow vehicle ranging 1500-2500 m length in area bounded by			
(a)	16-33.17N	082-33.00E	(b) 16-27.54N 082-29.07E
(c)	16-27.55N	082-27.88E	(d) 16-31.73N 082-27.91E
(e)	16-33.53N	082-30.46E	
2.	Wide berth of over 3 km around vessel requested		
3.	Cancel this MSG 160001 UTC Feb 15		
<b>072. Bay of Bengal – Myanmar Waters (.)</b> Charts 31 371 INT 71 (.) MV Ramform Titan will undertake seismic survey from 01 feb - 15 apr 15 in area bounded by			
Block A-1			
(a)	19-50.30N	092-14.62E	(b) 19-32.70N 092-25.58E
(c)	19-27.68N	092-16.60E	(d) 19-35.10N 092-07.50E
(e)	19-40.02N	092-04.37E	
Block A-3			
(a)	19-34.58N	092-32.42E	(b) 19-21.35N 092-40.52E
(c)	19-17.22N	092-33.00E	(d) 19-30.38N 092-24.93E
(e)	19-14.90N	092-44.45E	(f) 19-10.77N 092-36.93E
2.	Unauthorized navigation prohibited within 4 km from survey area		
3.	Cancel this MSG 160001 UTC Apr 15		
<b>073. Bay of Bengal – Myanmar Waters (.)</b> Charts 31 371 INT 71 (.) SV Sanco Sword will progress seismic survey from 01 Feb - 10 May 15 in area bounded by			
(a)	18-15N 092-09E	(b)	18-15N 093-14E
(c)	17-30N 093-21E	(d)	17-30N 092-09E
2.	Unauthorized navigation prohibited within 4 km from survey area		
3.	Cancel this MSG 110001 UTC May 15		
<b>074. India West Coast - Arabian Sea (.)</b> Charts 22 293 INT 71 (.) Naval ships will carryout firing in Feb 15			
Date	Time (UTC)	Danger area	Safe height
03 Feb	0130-0600	(a) 16-25N 071-23E (b) 17-01N 071-23E (c) 17-01N 071-49E (d) 16-25N 071-49E	10 km
03 Feb	0600-0830	as above	22 km
07 feb	0830-1230	as above	10 km
08 Feb	1330-1829	(a) 13-16N 070-36E (b) 13-45N 071-34E (c) 12-40N 071-50E (d) 12-28N 071-00E	22 km
12-14 Feb	1330-1630	(a) 14-20N 071-50E (b) 15-30N 071-50E (c) 15-30N 073-00E (d) 14-20N 073-00E	22 km
13-15 Feb	0130-0830	(a) 13-00N 070-46E (B) 15-40N 071-18E (c) 15-40N 072-40E (D) 15-10N 073-16E (e) 13-00N 073-16E	17 km from 0130-0430 UTC and 1.5km thereafter
2.	Cancel this MSG 150930 UTC Feb 15		
<b>075. Cancel NAVAREA VIII 066/15 (.) India West Coast - Arabian Sea (.)</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706 (.) Rig list (.) Correct at 301001 UTC Jan 15			
	ABAN III	18-47.46N	071-59.99E
	ABAN ICE	18-35.95N	071-15.96E
	BADRINATH	19-28.06N	071-53.40E
	CE THORNTON	23-03.00N	072-23.00E
	DISCOVERY-1	19-05.35N	072-06.89E
	DYNAMIC VISION	18-39.23N	070-58.86E
	ENERGY DRILLER	18-35.98N	071-00.28E
	FG MC CLINTOCK	19-32.35N	071-20.92E
	GREAT DRILLER CHAAYA	19-42.00N	071-03.13E
	GREATDRILL CHETNA	19-57.30N	071-14.47E
	GREATDRILL CHITRA	19-19.55N	072-00.81E
	HARVEY H WARD	19-36.73N	071-24.01E
	JINDAL STAR	18-38.20N	071-00.92E
	JT ANGEL	20-09.38N	071-49.42E
	KEDARNATH	20-15.31N	071-15.17E
	NOBLE ED HOLT	18-55.59N	072-02.48E
	RON TAPMEYAR	19-14.45N	070-58.88E

<b>075.</b>	<b>Continued.</b>		
	SAGAR GAURAV	19-12.67N	070-55.61E
	SAGAR SHAKTI	19-13.89N	072-08.37E
	SAGAR JYOTI	19-25.56N	071-17.81E
	SAGAR KIRAN	19-25.24N	071-16.99E
	SAGAR LAXMI	20-58.00N	071-33.00E
	SAGAR PRAGATI	20-58.00N	071-33.00E
	SAGAR UDAY	18-36.16N	071-01.64E
	SUNDOWNER VII	18-29.06N	072-15.15E
	TRIDENT II	18-29.42N	072-14.73E
	TRIDENT XII	19-07.35N	072-06.45E
	VICTORY DRILLER	19-33.23N	071-19.75E
	VIRTUE-I	19-22.29N	071-03.63E (new)
2.	Wide berth requested		
<b>076.</b>	<b><u>NAVAREA EIGHT-WARNINGS IN FORCE AS ON 23 JAN 2015</u></b>		
	<b><u>2013 SERIES</u></b> – 035 228 506 662		
	<b><u>2014 SERIES</u></b> – 111 211 233 241 310 311 336 398 405 406 415 438 439 440 467 476 489 553 555 575 586 614 654 662 668 676 691		
	<b><u>2015 SERIES</u></b> - 008 015 025 030 031 039 041 042 049 054 055 063 064 065 066 067 068 069 070 071 072 073 074 075		
	(a) NAVAREA VIII warnings less than 42 days old (691/14 onward) are promulgated via SafetyNET		
	(b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>		
	(c) Text of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners		
2.	Cancel this MSG 061002 UTC Feb 15		



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

**Bay of Bengal Pilot (INP-2)**

**Chapter -5 (Page – 195)**

(Source: Myanmar Naval Hydrographic Centre)

*Article 5.38,*

*Insert new para after para 2,*

3 **Anchorage** area, for vessels waiting for Pilot vessel, is bounded by following co-ordinates:

19°32'.25 N, 93°17'.57 E

19°32'.74 N, 93°15'.51 E

19°31'.76 N, 93°15'.25 E

19°31'.27 N, 93°17'.31 E

4 **Pilot** boarding point 19°30'.00N, 93°20'.00E.

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

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7322-85	--	23 41.51 N 58 10.90 E	LFl R 6s	5	5	Red □ on grey metal post 3	TE 2014
		*					*
D7324	- Juzor Ad Daymaniyat	23 51.34 N 58 03.95 E	Fl W 10s	31	15	Metal framework tower 5	Range 3M (T) 2014
	--	..	Racon	..	..	..	ILRS Vol 2 Station76410
						*	*
D7325.2	- Dir Lt 270°	23 49.78 N 57 31.47 E	Dir Iso WRG 2s	13	4	White ◇ on black pile	Iso G267.5°-268.8°(1.3°) Iso W268.8°-270.8°(2°) Iso R270.8°-271.7°(0.9°)
	--	..	By day	..	2	..	*
							*
D8740	CAPE AGULHAS TO CAPE ST FRANCIS. ORIBI OILFIELD - Orca	35 14.00 S 21 29.87 E	Horn Mo(U) 31s	..	..	Platform	(bl 0.75, si 1) x 2, bl 2.5, si 25
		*	*	*	*	*	*
F0414.25	-	20 42.39 N 70 52.40 E	F G				*
		*	*	*	*	*	*
F0546.1	- Entrance Channel. Ldg Lts 029°. No 21a. Front	18 56.31 N 72 52.85 E	Q W				*
		*	*	*	*	*	*
F0546.11	--- No 21b. Rear. 800 m from front	18 56.69 N 72 53.07 E	Q W				*
		*	*	*	*	*	*
F0546.12	-- Port. Lts in line 029°. No 20a. Front	18 56.36 N 72 52.75 E	Iso W 5s				*
		*	*	*	*	*	*
F0546.13	--- No 20b. Rear. 800 m from front	18 56.73 N 72 52.97 E	Iso W 5s				*
		*	*	*	*	*	*
F0546.14	-- Starboard. Lts in line 029°. No 22a. Front	18 56.26 N 72 52.94 E	Fl W 5s				*
		*	*	*	*	*	*
F0546.15	--- No 22b. Rear. 800 m from front	18 56.64 N 72 53.16 E	Fl W 5s				*
		*	*	*	*	*	*
F0752	Kiltan Island. N end	11 29.79 N 73 00.02 E	Fl(2)W 15s	10	11	White square brick masonry tower 9	fl 0.5, ec 2, fl 0.5, ec12. W344°-267°(283°). Obscured by vegetation 267°-344°(77°).
		*				*	*
F0752-4	- Channel entrance. Port	11 29.58 N 72 59.82 E	Fl R 3s	3	7	White lattice pillar beacon, red bands	*
		*	*	*	*	*	*
F0752-5	-- Stbd	11 29.57 N 72 59.81 E	Fl G 3s	3	7	White lattice pillar beacon, green bands	*
		*	*	*	*	*	*
F0755.53	Deleted; remove from list						
F0755.7	- SW reef	10 05.46 N 72 16.28 E	Fl W 7s	..	..	GRP beacon	*
		*	*	*	*	*	*
F0758.02	- Saleh Magu Channel	08 19.12 N 73 04.04 E	Fl R 5s	..	..	Red pole beacon on concrete base	*
		*	*	*	*	*	*
F0758.025	--	08 19.22 N 73 04.18 E	Fl G 5s	..	..	Green pole beacon on concrete base	*
		*	*	*	*	*	*
F0758.03	-- Entrance. Stbd	08 19.51 N 73 04.35 E	Fl G 5s	..	..	White lattice pillar beacon on a concrete base, green bands	*
		*	*	*	*	*	*

## 7.2

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
<b>F0758.05</b>	- - - Port	08 19.48 N 73 04.42 E	Fl R 5s	..	..	White lattice pillar beacon on a concrete base, red bands	
*	*	*	*	*	*	*	*
<b>F 0901.2</b>	Renumbered; was previously F0906 New Rameshwaram	09 19.10 N 79 19.66 E	Fl(2)W 20s	16	13	White square tower, red spiral bands 15	<i>fl 0.75, ec 2.0, fl 0.75, ec 16.5</i>
*	*	*				*	
<b>F0901.3</b>	Renumbered; was previously F0904 Mandapam. Ldg Lts 206°. Front	09 17.06 N 79 09.60 E	Q W	..	..	..	Occas.
*	*	*					
<b>F0901.31</b>	Renumbered; was previously F0904.1 - Rear. 124 m from front	09 16.99 N 79 09.57 E	Q W	..	..	..	Occas.
*	*	*					
<b>F0904</b>	Remove from list; renumbered to F0901.3						
<b>F0904.1</b>	Remove from list; renumbered to F0901.31						
<b>F0906</b>	Remove from list; renumbered to F0901.2						
<b>F1128.5</b>	Gulf of Martaban	14 16.59 N 96 02.48 E	Lit	..	..	Platform	Other installations exists in this field
*	*	*	*	*	*	*	*
<b>F1128.6</b>	-	14 11.49 N 96 02.82 E	Lit	..	..	Platform	
*	*	*	*	*	*	*	*
<b>F1128.7</b>	-	14 09.53 N 95 56.79 E	Lit	..	..	Platform	
*	*	*	*	*	*	*	*
<b>F1523.5</b>	- Bulk Cargo Terminal	05 22.03 N 100 21.97 E	Oc WRG 5s	12	W10 R 8 G 8	Red $\Delta$ on red beacon, white bands white bands	G163°- 166.6°(3.6°), W166.6°- 169.3°(2.7°), R169.3°- 173° (3.7°). <b>Unreliable (T) 2014</b> *
<b>F1685.78</b>	Deleted; remove from list						
<b>K0820.41</b>	- - Rear. 320m from Front	49 21.00 S 70 04.40 E	Q W	20	12	Black $\nabla$ on white beacon	*

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

**INP 31(1), 2014**

*(Last correction: Edition No. 24 dated 15 Dec 2014)*

NIL

**INP 31(2), 2014**

*(Last correction: Edition No. 02 dated 16 Jan 2015)*

NIL

**INP 31(5), 2011**

*(Last correction: Edition No. 22 dated 16 Nov 2014)*

NIL

**INP 31(6), 2012**

*(Last correction: Edition No. 01 dated 01 Jan 2015)*

NIL

## **SECTION – IX** **REPORTING OF NAVIGATIONAL DANGERS**

### **Appeal to all Mariners**

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

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

### **Instructions for filling up IH 102**

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

### **Position Reporting**

3. Accurate position or knowledge of position error is of great importance. Latitude and Longitude should only be used to specify position details when they have been fixed by GPS or Astronomical Observations. A full description of the method, equipment, time and datum (WGS 84/Everest/Other) used should be given. When position is defined by sextant angles or bearings (true or magnetic to be specified), more than two bearings should be used in order to provide a redundancy check. Distances observed by Radar should be corrected for index errors. Where position is derived after the event, from other observations and/or Dead Reckoning, the methodology of deriving the position should be included.

4. Paper Charts. A copy/tracing of largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.

5. ENCs. A Screen shot of largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected cell should be sent along with details of the ECDIS make and version in use at the time.

### **Depth Reporting**

6. When soundings are obtained using echo sounders, the echo sounding trace should be duly annotated with date, times, position, depths, etc., and forwarded with the IH102. It is important to state whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name and type of echo sounder should also be given.

7. For modern echo sounders that use electronic 'range gating', care should be taken that the correct range scale and appropriate gate width are in use. Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:

- (a) the trace being weaker than normal for the depth recorded;
- (b) the trace passing through the transmission line;
- (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from the charted depths. Efforts should be made to identify and negate false echoes if any. The Mariners Handbook (NP100) and Notice 15 Special Edition of Notice to Mariners may be consulted.

8. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be notified.

9. Reports of **shoal soundings**, uncharted dangers and aids to navigation out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers in such that any uncharted depth under 30 meters or 15 fathoms may be of sufficient importance to justify a radio message.

10. Changes to Port information should be forwarded on Form IH.102A together with form IH.102. Form 102 A contains the information required for Sailing Directions and should be used as an *aide memoir*. The Mariners Handbook, NP100, Chapter 8 gives general instructions. Where there is insufficient space on the forms an additional sheet should be used.

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

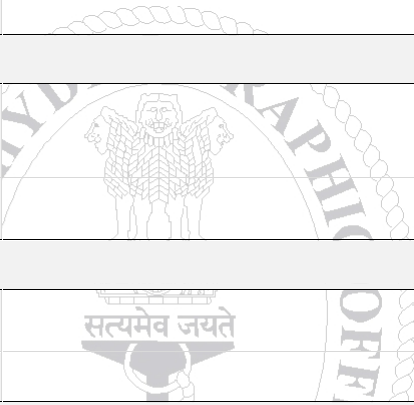
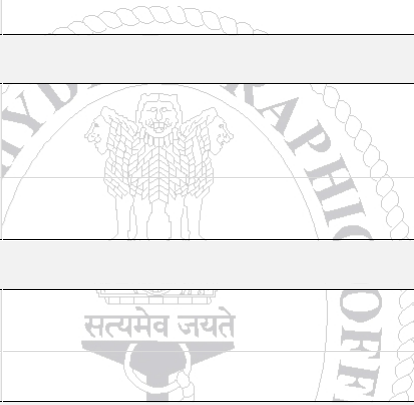


<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes Observed (Tick appropriate)	<input type="checkbox"/> Bathymetry	<input type="checkbox"/> Nav. Dangers	<input type="checkbox"/> Nav. aids		
	<input type="checkbox"/> Designated Areas	<input type="checkbox"/> Others			
Geographical Position (See Instructions Overleaf)	Latitude			Longitude	
Position Method	<input type="checkbox"/> DGPS	<input type="checkbox"/> GPS	<input type="checkbox"/> Radar	<input type="checkbox"/> Others	
Datum Used	<input type="checkbox"/> WGS84	<input type="checkbox"/> Everest	<input type="checkbox"/> Others		
Charts Affected				Edition	
Latest Edition of Indian Notices to Mariners Held					
Tracing/Plot/Photograph if enclosed					
ENCs Affected					
Latest Update Disk Held					
Publication Affected				Edition	
Page No./Light No. etc					
Details:					
Limitations if any in Reporting the Changes Above					
Details of Documents/Photos attached:					
Signature of the Master/Reporter/Observer					



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

<b>7. TUGS (Continued)</b>	
Requesting authority	
Availability timing / Communication	
Hiring charges	
<b>8. BERTHING AND WHARVES</b>	
Type & Number of berths available	
Length	
Depth alongside	
Facilities available	
Procedure for requesting berth & hiring charges	
<b>9. CARGO HANDLING</b>	
Containers	
Lighters & Ro-Ro etc.	
<b>10. CRANES</b>	
Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach	
Container handling facilities	
<b>11. BRIDGES</b>	
Vertical clearance	
<b>12. REPAIRS</b>	
Hull machinery and underwater	
Ship and Boat yards	
Docking or Slipway facilities (Size/ Dimensions of vessels handled)	
Hards and Ramps	
Divers / Diving assistance	
<b>13. SERVICES</b>	
Radio / FAX / Telephone / Internet etc.	
Medical	
Quarantine	
Consul	
Ship chandlery and Stevedores	
Compass adjustment	
Tank cleaning	
Hull painting	
Police / Ambulance / Firefighting (Fixed and Mobile facilities)	
Nav. Warning and Weather bulletin	
Garbage disposal / Waste oil disposal	
Helicopter landing facilities	

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

*To accompany Indian Notice to Mariners 040/15*  
*Chart 352 (INT 7416)*

CAUTIONARY NOTE

All vessels except those engaged in SPM operations and maintenance are to keep well clear of the "restricted area" as indicated on chart. Mariners are advised to exercise caution and contact port authorities for more information.

*To accompany Indian Notice to Mariners 040/15*  
*Chart 3010 (INT 7418)*

CAUTIONARY NOTE

All vessels except those engaged in SPM operations and maintenance are to keep well clear of the "restricted area" as indicated on chart. Mariners are advised to exercise caution and contact port authorities for more information.



**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**