

# INDIAN NOTICES TO MARINERS



EDITION NO. 12 DATED 16 JUN 2017

(CONTAINS NOTICES 094 TO 099)

REACH US 24 x 7



in的角度@navy.gov.in  
msis-inho@navy.gov.in



+91-135-2748373



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



Joint Director of Hydrography  
Maritime Safety Information Services  
+91- 135 - 2746290-117

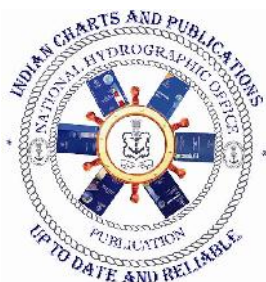
**WWW**  
[www.hydrobharat.gov.in](http://www.hydrobharat.gov.in)

## CONTENTS

Section No.	Title
I	List of Charts Affected
II	Permanent Notices
III	Temporary and Preliminary Notices
IV	Marine Information
V	NAVAREA VIII Warnings in force
VI	Corrections to Sailing Directions
VII	Corrections to List of Lights
VIII	Corrections to List of Radio Signals
IX	Reporting of Navigational Dangers

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

**FEEDBACK:** [msis-inho@navy.gov.in](mailto:msis-inho@navy.gov.in)



INSIST ON INDIAN CHARTS AND  
PUBLICATIONS  
Original, Authentic and Up-to-Date



© Govt. of India Copyright

No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.

## 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<sub>s</sub> AND PUBLICATION

1. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
256 (INT 7340)	MURUD – JANJIRA HARBOUR TO MALVAN	3,00,000	New Edition
301	APPROACHES TO HUGLI RIVER	1,50,000	New Chart
2003	BADAGARA ANCHORAGE; KASARAGOD ANCHORAGE	25,000	New Chart
2033 (INT 7341)	SIKKA CREEK; SIKKA CHANNEL	12,500	New Edition
2046	VENGURLA ANCHORAGE; REDI ANCHORAGE	25,000	New Edition
2051 (INT 7333)	SALAYA HARBOUR	25,000	New Edition
2358	APPROACHES TO HANGARKATTA & MALPE	50,000	New Chart
2359 (INT 7350)	APPROACHES TO PORT OF NEW MANGALORE	50,000	New Chart
3006 (INT 7423)	HUGLI RIVER;		New Chart
	KUKRAHATI REACH TO ROYAPUR CROSSING	37,500	
	ROYAPUR CROSSING TO CALCUTTA DOCKS	37,500	
	CALCUTTA DOCKS	17,500	
3011 (INT 7421)	HUGLI RIVER – GASPER CHANNEL TO HALDIA	75,000	New Chart
4177	TILLANCHANG ISLAND	25,000	New Edition

### Availability of ENC<sub>s</sub>

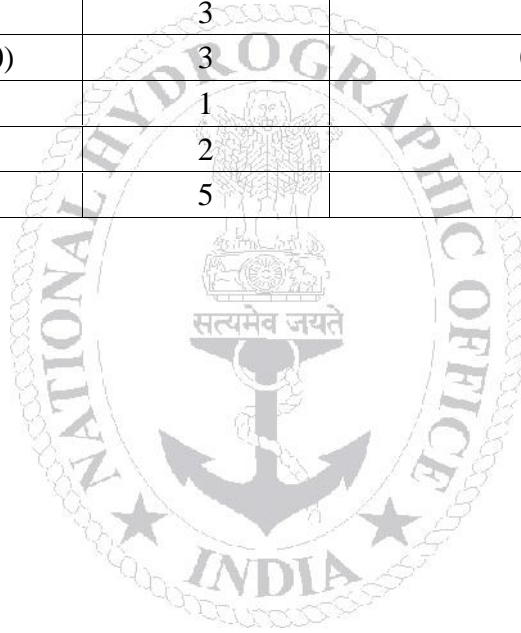
The complete folios of Official Indian ENC<sub>s</sub> are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC<sub>s</sub> through the world wide network of their agents and distributors. Updates are also made available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

<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>	<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>
<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>	<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>

**SECTION – I**

The list of charts affected by the Notices 094 to 099 contained in this edition is as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
20	1	098
202	2	094
217	3	099 (T)
258 (INT 7348)	3	099 (T)
272	4	099 (T)
289	1	098
293 (INT 7022)	3	099 (T)
351 (INT 7419)	5	097
352 (INT 7416)	5	097
2002 (INT 7351)	3	099 (T)
2041	3	095
2052 (INT 7350)	3	099 (T)
2064	1	096
2114	2	094
3041	5	097



**SECTION – II****PERMANENT NOTICES****\*094 (12/17) INDIA – WEST COAST – Approaches to Kharo Creek and Mitha Port – Wreck.**

Source: NHO Dehradun.

**Chart 202** [previous update 146/16]

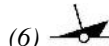
Delete



23° 15′.00N., 68° 32′.00E.

**Chart 2114** [previous update 136/15]

Delete



23° 15′.00N., 68° 32′.00E.

**\*095/(12/17) INDIA – WEST COAST – Malvan Anchorage – Breakwater.**

Source: NHO Dehradun.

**Chart 2041** [previous update 045/16]

Insert

breakwater, firm line, joining;

16° 02′.637N., 73° 27′.695E.

16° 02′.659N., 73° 27′.702E.

16° 02′.695N., 73° 27′.747E.

16° 02′.725N., 73° 27′.761E.

**\*096 (12/17) SRI LANKA – SOUTH COAST – Plans on the South Coast of Srilanka – Light.**

Source: INS Darshak IH-102.

**Chart 2064** [previous update 431/05]

Delete



F.R.9m 5M

05° 58′.031N., 80° 25′.280E.

**\*097 (12/17) INDIA – EAST COAST – Approaches to Paradip – Wreck.**

Source: ICGS Rajkiran IH-102.

**Chart 351 INT (7419)** [previous update 139/16]

Insert



20° 17′.75N., 86° 47′.92E.

**Chart 352 (INT 7416)** [previous update 105/16]

Insert



20° 17′.75N., 86° 47′.92E.

**Chart 3041** [previous update 174/16]

Insert



20° 17′.75N., 86° 47′.92E.

**098 (12/17) STRAIT of HORMUZ to QATAR – Restricted Area.**

Source: BA Notice 1250/17.

**Chart 20** [previous update 055/17]

Amend  FI(2)12M

26° 40′.40N., 53° 38′.50E.

**Chart 289** [previous update 093/17]

Amend  FI(2)10s12M

26° 40′.40N., 53° 38′.60E.





**SECTION – III****TEMPORARY AND PRELIMINARY NOTICES****\*099(T) (12/17) INDIA – WEST COAST – Ports of New Mangalore and Mangalore – Port Information.**

Source: Department of Ports & Inland Transport – Karnataka Government.

1. The Old Mangalore Port will be officially closed for monsoon/ foul weather with effect from **16 May 2017**. The spherical buoy which is laid for channel marking at entrance of the channel is withdrawn.
2. All Mariners, Tindels, Owners and Operators of all Vessels are hereby cautioned to note the above warning. The vessel entering/ leaving the Old Mangalore Port after the above date are doing so at their own risk.
3. Mariners are advised to contact local port authorities for more information.
4. **Charts Affected – 293 (INT 7022) – 272 – 258 (INT 7348) – 217 – 2052 ( INT 7350) – 2002 (INT 7351)**



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

### 1. **NAVTEX TRANSMISSION**

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

Mauritius (Cassis) - Operational

Seychelles (Mahe) - Temporarily Out of Operation

Following new Navtex stations along the Indian coast are operating on trial basis:-

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

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

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

### 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 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.

### 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. Sunderlal Bahl 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>E.W.Liner Charts &amp; Publication (India)</b> 2/524, Sandeep Road, Chinna Neelangarai, Chennai - 600041 Tele: +91-44-24490668 Fax: +91-44-24491668 Mob No : +91-9003245348 Email: <a href="mailto:ewl-india@ewliner.com">ewl-india@ewliner.com</a> Web: <a href="http://www.ewliner.com">www.ewliner.com</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>Gujarat Pipavav Port Limited</b> PO – Uchchaiya, Dist – Amereli, Gujarat – 365 560 Tele: +91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)</p>
<p><b>M/s SVR Chart Agencies</b> Door No.50-81-48/4, Seetammmapeta, Visakhapatnam – 530 016 Tel/ Fax: 0891-2799471, Cell: +91-9849120988, 9885797333 Email : <a href="mailto:mahalakshmitravels99@gmail.com">mahalakshmitravels99@gmail.com</a> <a href="mailto:mahalakshmitravels@hotmail.com">mahalakshmitravels@hotmail.com</a></p>	<p><b>SMS Marine Private Ltd</b> 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: 022-6510 3668, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: <a href="mailto:info@smsmarine.co.in">info@smsmarine.co.in</a> , <a href="mailto:raj_chakravorty@yahoo.com">raj_chakravorty@yahoo.com</a> Web: <a href="http://www.smsmarine.co.in">www.smsmarine.co.in</a></p>
<p><b>M/s JM Maritime Services</b> 24/24C Kavarana Building, Ground Floor, Wadi Bunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : <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>Global Marine Infratech Pvt. Ltd.</b> Ground Floor, Siksha Sandan, 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 Lift o Marine</b> Allen’s Mansion, Flat C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: <a href="mailto:sankar@liftmarine.org">sankar@liftmarine.org</a> Web: <a href="http://www.liftmarine.org">www.liftmarine.org</a></p>	<p><b>L. R. Marine Services</b> 301, 3rd Floor, Biry House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535 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 Engineering Logistics Executive Multi Services</b> Elems Charts, Door No: 61-4-45-A/4, Prakash Nagar, Malkapuram Visakhapatnam – 530 011 Mob: +91 9133871827 Email: <a href="mailto:sales@elemscharts.in">sales@elemscharts.in</a> Web: <a href="http://www.elemscharts.in">www.elemscharts.in</a></p>	<p><b>M/s 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@ictechnologies.com">somnath.marthi@ictechnologies.com</a> <a href="mailto:sanjeev.sharma@ictechnologies.com">sanjeev.sharma@ictechnologies.com</a> Web: <a href="http://www.ictechnologies.com">www.ictechnologies.com</a></p>
<p><b>M/s Zenith Surveys (I) Pvt. Ltd.</b> Lakhani’s Plam 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 – 2012.
2. NAVAREA VIII Warnings in force as on 15 Jun 17:

<b><u>2016 SERIES</u></b> –432 464 572 644 685 723
--

<b><u>2017 SERIES</u></b> –016 119 173 183 189 305 307 323 345 366 375 381 387 394 401 403 414 425 427 433 436 441 442 446 447 450 451 452 453 454 455 456
---

3. NAVAREA VIII Warnings issued during the period from 01 Jun to 15 Jun 17 (both dates inclusive) are as tabulated below:–

<b>438. NE Indian Ocean.</b> Charts 23 INT 71. SLFV Lakderana2 reported adrift 01-58N 087-44E at 310430 UTC May 17. 2. Cancel this MSG 030430 UTC Jun 17.
<b>439. India East Coast – Vishakhapatnam.</b> Charts 31 308 INT 71. Firing by Naval Coast Battery scheduled on 07 Jun 17 from 0030 - 0130 UTC in danger sector extending up to 15 NM between bearing 070 and 130 from 17-42N 083-18E. 2. Cancel this MSG 070230 UTC Jun 17.
<b>440. Bay of Bengal – off Trincomalee.</b> Charts 359 3014 INT 71. Naval firing practice scheduled on 07 Jun 17 from 0630-1030 UTC in danger area bounded within 08-20N to 08-30N and 081-30E to 081-40E. 2. Cancel this MSG 071130 UTC Jun 17.
<b>441. North Andaman Sea.</b> Charts 41 472 INT 71. RV Samudra Ratnakar progressing geological studies in areas bounded by 12-53.2N 095-38.5E, 13-47.8N 094-59.6E, 13-47.7N 094-26.5E, 12-54.4N 094-27.4E AND 13-42.2N 093-21.2E, 12-35.5N 093-20.3E, 12-34.7N 093-33.5E, 12-20.7N 093-33.6E, 12-21.1N 093-16.8E, 12-35N 093-05.7E, 12-57.1N 093-05.3E, 13-36.8N 093-16.4E. Wide berth requested. 2. Cancel this MSG 251830 UTC Jun 17.
<b>442. India East Coast – off Kakinada.</b> Charts 31 32 INT 71. MGS Sagar progressing survey in area bounded BY 15-24.5N 085-50.4E, 14-59.5N 085-25.7E, 14-00.8N 084-29.8E, 13-31.1N 083-48.4E, 15-41.6N 083-37.7E, 16-14.2N 084-26.9E, 16-34.7N 084-47.8E. Wide berth requested. 3. Cancel this MSG 201830 UTC Jul 17.
<b>443. Cancel NAVAREA VIII MSG 430 and this MSG.</b>
<b>444. NAVAREA VIII Warnings in Force as on 02 Jun 17</b> <b><u>2016 Series</u></b> – 432 464 572 644 685 723 <b><u>2017 Series</u></b> –016 119 173 183 189 305 307 323 345 366 375 381 387 394 401 403 414 418 422 425 427 431 433 434 436 438 439 440 441 442 443 (a) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet. (b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> . 2. Cancel this MSG 091000 UTC Jun 17.
<b>445. India West Coast – off Ratnagiri.</b> Charts 21 256 INT 71. INS Sarvekshak progressing hydrographic survey in area bounded within 16-52N to 17-40N and 072-25E to 073-19E. 2. Wide berth from ship and survey boats requested. 3. Cancel this MSG 100900 UTC Jun 17.
<b>446. Andaman Sea – Yangon River.</b> Charts 41 4019 INT 71. Sediment sampling ops using barge in progress in vicinity of 16-46.1N 096-08.6E. 2. Cancel this MSG 101830 UTC Jul 17.
<b>447. India East Coast – Paradip.</b> Charts 352 3041 INT 71. Partially sunk yellow fishing boat reported in vicinity of 20-17.8N 086-47.9E at 050900 UTC Jun 17.
<b>448. India West Coast.</b> Charts 22 INT 71. RCC NAIS Mumbai off.
<b>449. Cancel NAVAREA VIII MSG 434 and this MSG.</b>
<b>450. India East Coast – off Gopalpur.</b> Charts 31 352 353 INT 71. Army air defence firing and BPTA flight scheduled on 13, 14, 18, 19 Jun from 0430-1030 UTC and 17 Jun 17 from 0130-0730 and 0830-1430 UTC in area bounded by (a) 19-14.60N 084-53.70E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 41 NM radius joining point b and c. 2. Cancel this MSG 191130 UTC Jun 17.
<b>451. NE Indian Ocean.</b> Chart INT 71. SLFV Lakderana2 with white hull and blue red stripes reported disabled and adrift 135 - 2.5 kts with 06 crew since 310600 UTC May in position 03-15S 089-30E.

<b>452.</b>	<b>Andaman Sea – off Barren I.</b> Charts 41 473 INT 71. Firing practice scheduled on 12, 13,19,20 Jun 17 from 0430-0930 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-20E.
2.	Cancel this MSG 191030 UTC Jun 17.
<b>453.</b>	<b>India West Coast – Mangalore.</b> Charts 217 INT 71. Barge IBIS reported partially sunk in vicinity of 12-48.5N 074-49.5E.
<b>454.</b>	<b>NAVAREA VIII Warnings in Force as on 09 Jun 17</b> <u>2016 Series</u> – 432 464 572 644 685 723 <u>2017 Series</u> – 016 119 173 183 189 305 307 323 345 366 375 381 387 394 401 403 414 418 422 425 427 433 436 441 442 445 446 447 448 450 451 452 453 (a) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet. (b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> .
2.	Cancel this MSG 161000 UTC Jun 17.
<b>455.</b>	<b>India East Coast – off Hugli River.</b> Charts 301 INT 71. Unlit west cardinal beacon 7 m above MSL installed 20-59.2N 088-18.6E.
<b>456.</b>	<b>India West Coast – Okha.</b> Charts 21 203 2068 INT 71. Firing by Naval Coast Battery scheduled on 18 Jun 17 from 0530-0730 UTC.
2.	Danger sector extending upto 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E.
3.	Cancel this MSG 180830 UTC Jun 17.
<b>457.</b>	<b>Cancel NAVAREA VIII MSG 448 and this MSG.</b>

6.1

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

NIL

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

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6862.1	- Roche Boquet	04 21.23 S 55 46.55 E	FI W 3s	8	5	Post 8	
D6868	- - Victoria	04 37.09 S 55 28.17 E	FI W 7s	12	7	White round masonry tower 11	
	- - -	..	Aero Q W	..	..	..	Occas. Vis from the NE only
D6868-5	- Eden Marina Channel. No 3	04 38-72 S 55 28-92 E	Q G	..	..	Beacon	
*	*	*	*	*	*	*	*
D6870	- Pointe Police	04 48.31 S 55 31.21 E	FI W 3s	62	7	White masonry tower 2	W276°- 128° (212°)
D6871	- Pointe Matoopa (Cape Ternay)	04 38.38 S 55 22.02 E	Q(2)W10s	21	10	White concrete tower	W026°- 221°(195°).
	ILE PICARD (WEST ISLAND)						*
D6879	- Ile Picard	09 23.97 S 46 12.50 E	FI W 2s	17	12	White beacon, red bands	<b>TE 2017</b>
		*					*
D7299.504	- - Shi'b Qaham	21 27.19 N 39 06.69 E	FI WRG 2.5s	14	W14	Black □ on white structure	<i>fl 0.2.</i> G010°-039° (29°), W039°-064° (25°), R064°-128° (64°), W128°-178° (50°), R178°-010° (192°). Ra refl. <b>Destroyed; replaced by cardinal buoys (T) 2017</b> ILRS Vol 2 Station 75960 <b>TD 2017</b>
	- - -	..	Racon	..	..	..	*
D7326-3	Liwa. Fishing Harbour. E Breakwater. Head	24 33-97 N 56 34-75 E	FI R 4s	..	5	Galvanised steel Beacon 3	*
*	*	*	*	*	*	*	*
D7326-305	Liwa. Fishing Harbour. W Breakwater. Head	24 33-88 N 56 34-69 E	FI G 4s	..	5	Galvanised steel Beacon 3	*
*	*	*	*	*	*	*	*
D7329-4	- N Breakwater. Head	25 10-50 N 56 22-13 E	FI R 3s	14	8	Green tower, white bands 4	*
*	*	*	*	*	*	*	*
D7329-53	FUJAIRAH - Oil Terminal 2. N Breakwater	25 11-05 N 56 22-98 E	Oc G 3s	22	7	Green metal column, white bands 16	
	- - -	..	Racon	..	..	..	*
D7689	Ra's e Nakhilu	26 51.34 N 53 29.48 E	FI(2)W 10s	..	12	Metal tower	
		*	*	*	*	*	*
D7700	JAZIREH-YE-QESHM - Ra's-e Dastakan	26 32.34 N 55 17.42 E	FI(3)W 10s	..	12	Tower	
		*	*		*		*
K0821	Port Aux Francais. Ldg Lts 058°. Front	49 21.28 S 70 13.64 E	Dir Q G	8	11	White beacon, black stripe	
		*	*				*
K0821.1	- - Rear. 700m from front	49 21.07 S 70 14.16 E	Dir Q G	20	11	White beacon, black stripe	
		*	*				*



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

**INP 31(1), 2014***(Last correction: Edition No. 05 dated 01Mar 2017)*

NIL

**INP 31(2), 2014***(Last correction: Edition No. 11 dated 01Jun 2017)*

NIL

**INP 31(5), 2011***(Last correction: Edition No. 01 dated 01Jan 2017)*

NIL

**INP 31(6), 2012***(Last correction: Edition No. 09 dated 01May 2017)*

**PAGE 112, MALAYSIA, PENINSULAR (West Coast), PORT DICKSON,**  
*Delete entry and replace by,*

**PORT DICKSON**  
**UNCTAD LOCODE: MY PDI**

**2°32N 101°47 E****Pilots****CONTACT DETAILS:**

Call: Hengyuan Terminal  
VHF Channel: Ch 16; 09 19

**HOURS: H24****PROCEDURE:**

- (1) **Pilotage is compulsory** for vessels calling at Hengyuan and Petron Terminal including SBM (berthing and unberthing).
- (2) **Pilot boards** in the following positions:
  - (a) For laden crude oil tankers inward-bound to the SBM:
    - (i) Off the Fairway Lt buoy (2°30.00N 101°42.77E)
    - (ii) At the Petroleum anchorage
  - (b) Outward-bound crude oil tankers on ballast, Pilots will board at SBM and disembark in the vicinity of Channel Lt buoy No 2 (2°32.15N 101°45.53E)
  - (c) For all other vessels, Pilot will board and disembark in the vicinity of Channel Lt buoy No 2.

**Port****CONTACT DETAILS:****Petron Terminal**

Call: Petron Control  
VHF Channel: Ch 16; 71  
Telephone: +60(0)6 6466000 (General line)  
+60(0)6 6466043 (Cargo Control Room)

**Hengyuan Terminal**

Call: Hengyuan Terminal  
VHF Channel: Ch 16; 09  
Telephone: +60(0)6 6471311  
Fax: +60(0)6 6474622

**Jetty Control Room (JCR)**

VHF Channel: Ch 19  
Telephone: +60(0)6 6404850

**HOURS: H24****PROCEDURE:**

- (1) **Notice of ETA:** Vessels should send ETA on departure from last port of call to Petron or Hengyuan and update ETA to be confirmed 72h, 48h, 24h and 12h prior to arrival.
- (2) At least 24h prior to arrival vessels should provide Hengyuan Terminal with the following information:
  - (a) Vessel's name and call sign
  - (b) Country of registration
  - (c) LOA, BOA and draught on arrival
  - (d) ETA and Pilot boarding position
  - (e) Vessel's displacement on arrival. If loaded, type and disposition of cargo
  - (f) Arrival draught
  - (g) Maximum draught expected during and on completion of cargo handling
  - (h) Any defects of hull, machinery or equipment that could adversely affect safe operations or delay commencement of cargo handling
  - (i) If fitted with an inert gas system, confirmation that the vessel's tanks are in an inert condition and that the system is fully operational
  - (j) Any requirement for tank cleaning and/or gas freeing
  - (k) Whether crude oil washing is to be employed and if so confirmation that pre-arrival checklist has been satisfactorily completed
  - (l) Vessel's manifold details: size, number, reducers available

- (m) Products to be handled at each manifold, numbered from forward
  - (n) Advance information on proposed cargo handling operations, quantity, rate and sequence for each grade
  - (o) Master's name and nationality
  - (p) Last and next port of call
  - (q) Number of crew and nationality
  - (r) Present vessel security level (ISPS)
  - (s) For Crude Tankers only, H<sub>2</sub>S content in each cargo tank (maximum 300 ppm)
  - (t) Latest revision of Terminal Information Booklet onboard
- (3) On receipt of the above information, the terminal will confirm whether or not the vessel's preferred order of discharge is acceptable and that proposed concurrent operations and discharge rates can be accepted.
- (4) Vessels should send their ETA notice to Hengyuan Refinery Port Dickson when calling at Hengyuan Terminal and Petron Malaysia Refining and Marketing Berhad when calling at Petron Terminal.
- (5) Crude tankers when carrying Petron cargo are required to send ETA notice to Petron and Hengyuan. Vessel's agent may send notice to the terminals.
- (6) All communications with the terminal are in English.

**NOTE:**

Station is operated jointly by Hengyuan Refining Company Berhad and Petron.

**PAGE 113, MALAYSIA, PENINSULAR (West Coast), above SUNGAIUDANG,**

*Insert entry,*

**SUNGAI LINGGI**

**2°18N102°00 E**

**Pilots****PROCEDURE:**

- (1) **Pilotage is compulsory** for deep draught vessels and VLCC within the port limits.
- (2) **Pilot boards** in position 2°15.00N 101°59.42E.

**Vessel Traffic Information Service**

For details see MALACCA AND SINGAPORE STRAITS (STRAITREP).

**Port****DESCRIPTION:**

Port is also known as the Linggi International Floating Transhipment Hub (LIFT-HUB).

**CONTACT DETAILS:****T A G Marine Operations**

Call: Linggi Port Control  
 VHF Channel: Ch 10 16; 08 09 10  
 Telephone: +60(0)3 55100770  
 Fax: +60(0)3 55101771  
 E-mail: tagmar@tag-marine.com  
 Website: www.tag-marine.com

**T A G Marine Logistics Management**

Telephone: +60(0)6 3877300  
 Fax: +60(0)6 3877301  
 E-mail: taglm@tag-marine.com

**PROCEDURE:**

- (1) **Notice of ETA:** Vessels should advise ETA at LIFT-HUB to TAG Marine Operations and Marine Logistics Management via email on departure from last port of call and update ETA to be reconfirmed 72h, 48h and 24h prior to arrival.
- (2) Vessels should establish contact with Linggi Port Control on VHF Chs 16 or 10 when within range.
- (3) Communication language of the seaport is English.

## **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 102 A contains the information required for Sailing Directions and should be used as an *aide memoir*. The Mariners Handbook, NP100, Chapter 8 gives general instructions. Where there is insufficient space on the forms an additional sheet should be used.

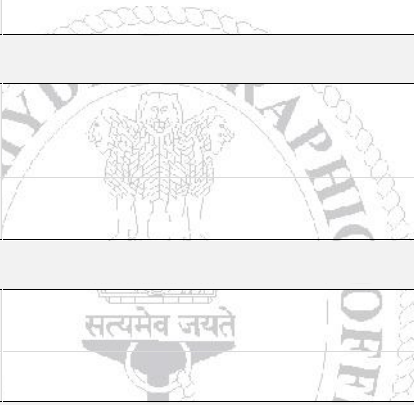
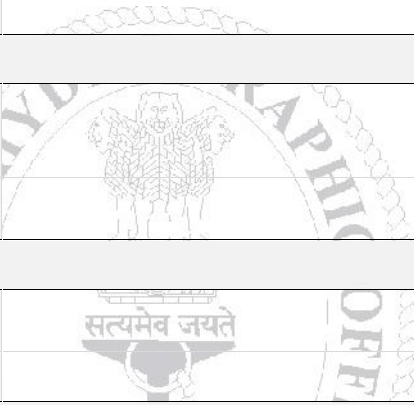
*Please Note:* - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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



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

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

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

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





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

**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**