



# INDIAN NOTICES TO MARINERS



EDITION NO. 15 DATED 01 AUG 2014

(CONTAINS NOTICES 136 TO 145)

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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  
Original, Authentic and Up-to-Date



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## II

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

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

**Chief Hydrographer  
to the Government of India**

### WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

**All mariners are cautioned against the use of counterfeit copies of IN Charts and publications.**

**Counterfeit products are not issued by official agencies and 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.**

## 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:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2014	15-07-2014	<b>MALPE PORT</b> <u>Limits</u> 13° 19'.00N; 74° 38'.10E. 13° 23'.10N; 74° 43'.40E.	15,000	3	Rs. 1870.00
2118	15-07-2014	<b>AZHIKKAL PORT</b> <u>Limits</u> 11° 55'.80N; 75° 16'.80E. 11° 57'.70N; 75° 19'.40E.	7,500	3	Rs. 1870.00
4044	15-07-2014	<b>SOUTH MIDDLE STRAIT</b> <u>Limits</u> 12° 02'.50N; 92° 42'.80E. 12° 06'.86N; 92° 49'.55E.	12,500	6	Rs. 1870.00
4045	15-07-2014	<b>NORTH MIDDLE STRAIT</b> <u>Limits</u> 12° 06'.40N; 92° 42'.00E. 12° 13'.00N; 92° 46'.40E.	12,500	6	Rs. 1870.00

2. The new edition Indian Chart that is available for mariners in the market is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
3039	15-07-2014	<b>KATTUPALLI PORT</b> <u>Limits</u> 13° 17'.00N; 80° 19'.50E. 13° 21'.35N; 80° 26'.30E.	12,500	5	Rs. 1870.00

3. The Indian Chart permanently withdrawn is as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart/ Edition</i>	<i>Date of Publication</i>
2014	31-12-2003	MALPE	2014	15-07-2014
3039	30-06-2012	KATTUPALLI PORT	3039	15-07-2014

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN52023K	2023	KAVARATI ISLAND	22-07-2014
IN52023I	2023	KILTAN ISLAND	22-07-2014
IN2357CM	357	POINT CALIMERE TO CHENNAI	24-07-2014

## VI

5. The new edition Indian Electronic Navigational Chart that is available for mariners in the market is as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN42081M	2081	APPROACHES TO PORTS FROM DIU TO PIPAVAV	24-07-2014

6. The Indian Electronic Navigational Charts that are permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN52023A	2023	KAVARATI ISLAND	25-02-2010
IN52023B	2023	KILTAN ISLAND	25-02-2010
IN3357CM	357	POINT CALIMERE TO CHENNAI	02-02-2010

7. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
255 (INT 7334)	APPROACHES TO MUMBAI	300,000	New Edition
2115	NAVIBANDAR ANCHORAGE	25,000	New Chart
2117	KOTESHWAR JETTY	25,000	New Chart
2082	APPROACHES TO DAHEJ	25,000	New Chart
3029	APPROACHES TO TRIUKKADAIYUR PORT	25,000	New Chart
	TRIUKKADAIYUR PORT	5,000	

### Availability of ENCs.

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

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 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: -data@ecc.no Website: - <a href="http://www.primar.org">www.primar.org</a>	

**SECTION – I**

The list of charts affected by the Notices 136 to 145 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
21	2	137, 144
201	2	137
208	2	138, 139
209	2	136
211	3	140, 145 (P)
250	2	144
251 (INT 7318)	2	137
254 (INT 7331)	2	139
255 (INT 7334)	3	145 (P)
271	2	137
291	2	137, 144
292 (INT 7021)	2	145 (P)
293 (INT 7022)	3	145 (P)
313	5	142
433	7	143
434	7	143
2016 (INT 7336)	3	145 (P)
2025	3	136
2039	2	138, 139
2044	2	138, 139
2082	2	138
2086	1	141
2093	1	144
2110	2	138
3001 (INT 7402)	5	142
3028 (INT 7404)	5	142
3039	5	142
4002	6	136
4015	6	136
4018	6	136
7071 (INT 71)	1	137
7072 (INT 72)	1	137
7705 (INT 705)	1	137

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

**\*136/(15/14) Miscellaneous updates to charts.**

Source: NHO Dehradun.		
Chart	Previous Updates	Details
209	128/14	Delete Chart No.2019 and Magenta limit as follows: 21° 05' 80N., 72° 30' 40E. 21° 05' 80N., 72° 48' 50E. 20° 55' 40N., 72° 48' 50E. 20° 55' 40N., 72° 30' 40E.
2025	096/12	Insert Chart No.2118 and Magenta limit as follows: 11° 55' 80N., 75° 16' 80E. 11° 55' 80N., 75° 19' 40E. 11° 57' 70N., 75° 19' 40E. 11° 57' 70N., 75° 16' 80E.
4002	282/12	Insert Chart No.4044 and Magenta limit as follows: 12° 02' 50N., 92° 43' 00E. (W Border) 12° 02' 50N., 92° 49' 55E. 12° 05' 00N., 92° 49' 55E. (N Border)
4015	252/12	Insert Chart No.4044 and Magenta limit as follows: 12° 02' 50N., 92° 43' 00E. (W Border) 12° 02' 50N., 92° 49' 55E. 12° 06' 86N., 92° 49' 55E. 12° 06' 86N., 92° 43' 00E. (W Border)
		Insert Chart No.4045 and Magenta limit as follows: 12° 06' 40N., 92° 43' 00E. (W Border) 12° 06' 40N., 92° 46' 40E. 12° 13' 00N., 92° 46' 40E. 12° 13' 00N., 92° 43' 00E. (W Border)
4018	148/09	Insert Chart No.4045 and Magenta limit as follows: 12° 10' 75N., 92° 42' 00E. (S Border) 12° 13' 00N., 92° 42' 00E. 12° 13' 00N., 92° 45' 00E. (E Border)

**\*137/(15/14) INDIA – COASTS OF PAKISTAN AND INDIA – Gora Chan Creek to Godia Creek – Koteswar – Light.**

Source: NHO.

**Chart 21**[previous update 031/14]

Insert  Fl(2).18M Koteswar 23° 40' 44N., 68° 31' 64E.

**Chart 201** [previous update 063/14]

Insert  Fl(2)15s.60m.18M 23° 40' 44N., 68° 31' 64E.

**Chart 251 (INT 7318)** [previous update 031/14]

Insert  Fl(2)15s.60m.18M 23° 40' 44N., 68° 31' 64E.

**Chart 271**[previous update 144/13]

Insert  Fl.18M 23° 40' 44N., 68° 31' 64E.

**Chart 291**[previous update 031/14]

Insert  Fl.18M 23° 40' 44N., 68° 31' 64E.

**Chart 7071 (INT 71)**[previous update 132/14]

Insert  Koteswar 23° 40' 44N., 68° 31' 64E.

**Chart 7072 (INT 72)**[previous update 132/14]

Insert  Koteswar 23° 40' 44N., 68° 31' 64E.

**Chart 7705 (INT 705)**[previous update 081/14]

Insert  Koteswar 23° 40' 44N., 68° 31' 64E.



**\*138/(15/14) INDIA – WEST COAST – Gulf of Khambhat – Dahej Harbour– Buoys. Legend**

Source: NHO, Dehradun.

**Chart 208** [previous update 121/14]

Insert	 No 1	21° 36'·40N., 72° 32'·19E.
--------	--	----------------------------

Delete	 No 1	21° 36'·35N., 72° 32'·05E.
--------	--	----------------------------

**Chart 2044** [previous update 121/14]

Insert	 No 1	21° 36'·39N., 72° 32'·22E.
--------	--	----------------------------

Delete	 No 1	21° 36'·35N., 72° 32'·05E.
--------	--	----------------------------

**Chart 2039** [previous update 127/14]

Insert	 No 1	21° 36'·39N., 72° 32'·21E.
--------	--	----------------------------

Delete	 No 1	21° 36'·35N., 72° 32'·05E.
--------	--	----------------------------

**Chart 2082** [previous update 119/14]

Insert	 Q.G No 1	21° 36'·40N., 72° 32'·19E.
--------	---	----------------------------

	 Q.G No 11	21° 39'·16N., 72° 33'·70E.
--	--	----------------------------

Delete	 No 1	21° 36'·35N., 72° 32'·05E.
--------	--	----------------------------

	 No 11	21° 39'·23N., 72° 33'·75E.
--	---	----------------------------

**Chart 2110** [previous update 119/14]

Substitute	 Q.G No 1	for,	 Fl.G No 1	21° 36'·43N., 72° 32'·18E.
------------	---	------	--	----------------------------

	 Q.G No 11	for,	 Fl.G No 11	21° 39'·19N., 72° 33'·69E.
--	--	------	---	----------------------------

legend, "RDM Terminal", for, "Reliance Jetty"

**\*139(15/14) INDIA – WEST COAST – Gulf of Khambhat – Northern Portion– Foul.**

Source: VTS Khambhat.

**Chart 208** [previous update 138/14]

Insert	#	21° 35'·17N., 72° 25'·51E.
--------	---	----------------------------

		21° 37'·38N., 72° 25'·36E.
--	--	----------------------------

**Chart 254(INT 7331)** [previous update 121/14]

Insert	#	21° 35'·17N., 72° 25'·51E.
--------	---	----------------------------

		21° 37'·38N., 72° 25'·36E.
--	--	----------------------------

**Chart 2044** [previous update 138/14]

Insert	#	21° 35'·16N., 72° 25'·54E.
--------	---	----------------------------

**Chart 2039** [previous update 138/14]

Insert	#	21° 35'·16N., 72° 25'·53E.
--------	---	----------------------------

		21° 37'·37N., 72° 25'·38E.
--	--	----------------------------

**\*140/(15/14) INDIA – WEST COAST – Satpati to Dighi Harbour – Jetty. Legend.**

Source: NHO

**Chart 211** [previous update 101/14]

Insert jetty, firm line, joining:

18° 56′.91N., 72° 50′.81E.

(a) 18° 56′.65N., 72° 50′.99E.

18° 56′.39N., 72° 51′.16E.

(b) 18° 56′.60N., 72° 51′.21E.

18° 56′.78N., 72° 51′.25E.

and

(a) - (b) above

**\*141/(15/14) INDIAN OCEAN – Mauritius – Approaches to Port Louis – Buoys. Obstruction.**

Source: Hydrographic Unit, Mauritius.

**Chart 2086** [previous update 111/14]

Delete



20° 08′.75S., 57° 28′.63E.

20° 08′.85S., 57° 28′.67E.

20° 08′.80S., 57° 28′.71E.

20° 08′.89S., 57° 28′.73E.

20° 08′.86S., 57° 28′.77E.

**Chart 2086 (PLAN)** [previous update 111/14]

Delete



20° 08′.75S., 57° 28′.63E.

20° 08′.85S., 57° 28′.67E.

20° 08′.80S., 57° 28′.71E.

20° 08′.89S., 57° 28′.73E.

20° 08′.86S., 57° 28′.77E.

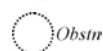


20° 09′.09S., 57° 29′.27E.

20° 08′.99S., 57° 29′.14E.



20° 09′.39S., 57° 29′.67E.



20° 08′.96S., 57° 28′.71E.

**\*142/(15/14) INDIA – East Coast – Ports of Ennore – Legend.**

Source: Kamarajar Port Ltd.

**Chart 313** [previous update 265/12]

Substitute legend, “Port limit of Kamarajar Port”, for, “Limit of Port of Ennore”

13° 17′.50N., 80° 25′.00E.

13° 12′.40N., 80° 26′.30E.

**Chart 3001 (INT 7402)** [previous update 265/12]

Substitute legend, “Port limit of Kamarajar Port”, for, “Limit of Port of Ennore”

13° 13′.30N., 80° 26′.45E.

13° 09′.75N., 80° 23′.70E.

**Chart 3039** [previous update NE 15 Jul 14]

Substitute legend, “Port limit of Kamarajar Port”, for, “Limit of Port of Ennore” (Major)

13° 17′.59N., 80° 21′.85E.

13° 17′.59N., 80° 25′.70E.

**\*142/(15/14) INDIA – East Coast – Ports of Ennore – Legend. Continued.****Chart 3028(INT 7404)** [previous update 265/12]

Substitute	legend, “Port limit of Kamarajar Port”, for, “Limit of Port of Ennore” (Major)	13° 13′.26N., 80° 20′.33E.
		13° 12′.63N., 80° 21′.65E.
		13° 11′.65N., 80° 21′.81E.

**143/(15/14) MALACCA STRAIT – West Coast of Thailand & Malaysia – Kantang to Langkawi Island – Depths.**

Source: BA Notice – 3185/14.

**Chart 433** [previous update 124/12] Everest Datum

Insert	depth, 0 <sub>s</sub> , enclosed by 2m contour	07° 18′.16N., 99° 21′.55E.
	depth, 1 <sub>s</sub> , enclosed by 2m contour	(a) 07° 17′.50N., 99° 22′.24E.
Delete	depth, 2 <sub>s</sub> , close S of:	(a) above

**Chart 434** [previous update 081/13] Everest Datum

Insert	depth, 0 <sub>s</sub> , enclosed by 2m contour	07° 18′.16N., 99° 21′.55E.
	depth, 1 <sub>s</sub> , enclosed by 2m contour	(b) 07° 17′.50N., 99° 22′.24E.
Delete	depth, 2 <sub>s</sub> , close S of:	(b) above

**144/(15/14) ARABIAN SEA – Coast of Pakistan – Sonmiani Bay – Wreck.**

Source: BA Notice – 3201/14.

**Chart 21** [previous update 137/14] Everest Datum

Insert	 PA	25° 02′.00N., 66° 36′.00E.
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**Chart 291** [previous update 137/14] Everest Datum

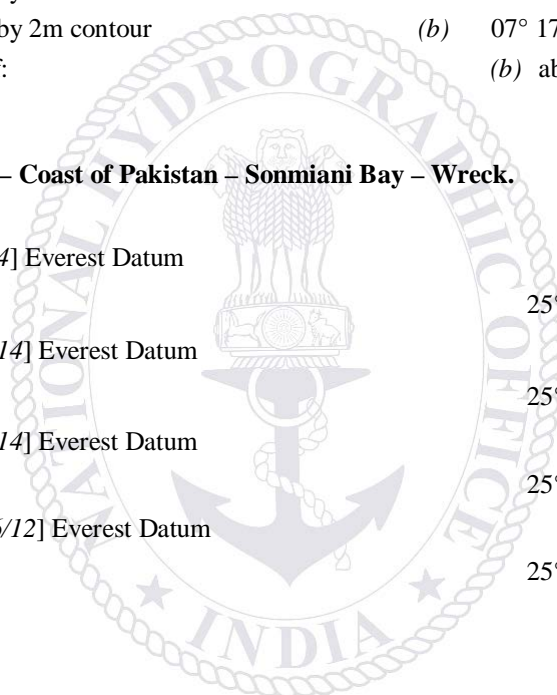
Insert	 PA	25° 02′.00N., 66° 36′.00E.
--------	--	----------------------------

**Chart 250** [previous update 071/14] Everest Datum

Insert	 PA	25° 02′.00N., 66° 36′.00E.
--------	--	----------------------------

**Chart 2093** [previous update 206/12] Everest Datum

Insert	 PA	25° 02′.00N., 66° 36′.00E.
--------	--	----------------------------



**SECTION – III**  
**TEMPORARY AND PRELIMINARY NOTICES**

**\*145(P)/(15/14) INDIA – WEST COAST – Jawahar Lal Nehru Port and Trombay – Jetty.**

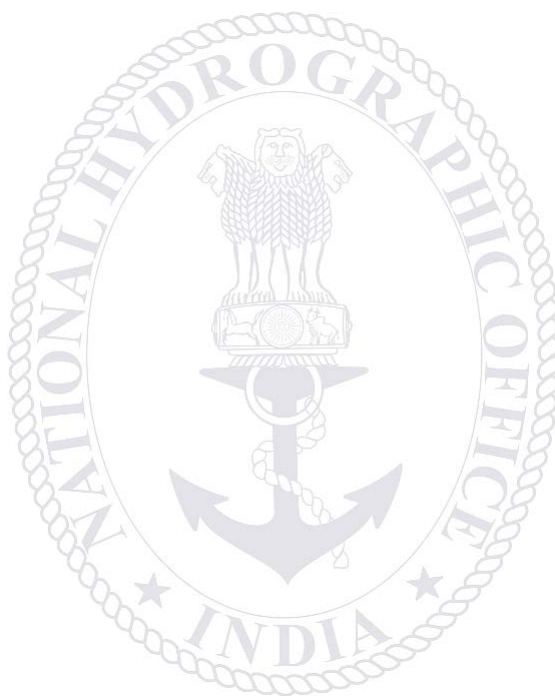
Source: IH- 102, JNPT.

1. Construction work for jetty expansion at N.S.I.G. terminal under progress in the alignment of 025° - 205° between following points:

Sl. No.	Position
(a)	18° 57'·79N., 72° 57'·03E.
(b)	18° 57'·95N., 72° 57'·10E.

2. Mariners are advised to navigate with caution.

**Charts affected – 211 – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022) – 2016 (INT 7336).**



**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

## 4.2

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, Irridium 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/ Irridium 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 Thuarya, Irridium and other such sets in pre arrival notification on security (PANS).

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

### Distribution of Indian Paper Charts and Nautical Publications

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

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

**List of Indian Chart Agents.**

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a>	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : <a href="mailto:sbh@vsnl.com">sbh@vsnl.com</a>
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: <a href="mailto:sales@bogerdmartin.com">sales@bogerdmartin.com</a> , <a href="mailto:sarmarin@vsnl.com">sarmarin@vsnl.com</a>	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: <a href="mailto:ewsbom@bom3.vsnl.net.in">ewsbom@bom3.vsnl.net.in</a>
M/s C & C Marine Combine 25 Bank Street, 1 <sup>st</sup> Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: <a href="mailto:ccmarine@bom5.vsnl.net.in">ccmarine@bom5.vsnl.net.in</a>	M/s Maritime Charts & Publicatons 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: <a href="mailto:ewl-india@ewliner.com">ewl-india@ewliner.com</a>
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : <a href="mailto:mahalakshmitravels@hotmail.com">mahalakshmitravels@hotmail.com</a>	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: <a href="mailto:raj_chakravorty@yahoo.com">raj_chakravorty@yahoo.com</a> <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> Website: <a href="http://www.c-map.co.in">www.c-map.co.in</a>
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a>	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : <a href="mailto:info@inspireship.com">info@inspireship.com</a> <a href="mailto:pramod@inspireship.com">pramod@inspireship.com</a>
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: <a href="mailto:liftomarine77@yahoo.co.in">liftomarine77@yahoo.co.in</a> <a href="mailto:liftomarine77@gmail.com">liftomarine77@gmail.com</a>	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: <a href="mailto:ashiskantha@gmiindia.in">ashiskantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a>
Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: <a href="mailto:elemulti.services69@yahoo.com">elemulti.services69@yahoo.com</a>	L.R Marnie services 321, 3 <sup>rd</sup> floor, birya house, 265, perin nariman street, Fort, Mumbai – 400 001 Tel: + 91 9773779348/ 9821460258 Email: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a> <a href="mailto:lrmarine@live.com">lrmarine@live.com</a>



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

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 13 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings in force as on 31 Jul 14:

**2013 SERIES** – 035 160 197 228 343 428 473 493 506 547 662 672

**2014 SERIES** – 111 119 129 154 187 192 194 211 221 224 225 233 241 242 252 275 284 308 310  
311 323 336 337 368 369 384 387 397 398 402 405 406 407 409 410 411 413 415 417 419 420  
421 422

3. NAVAREA VIII Warnings issued during the period from 16 Jul to 31 Jul 14 (both dates inclusive) are as tabulated below: –

<b>388. India East Coast – Bay of Bengal.</b> Charts 31 33 INT 71 INT 73 INT 706. Light green coloured Sri Lankan fishing vessel Dolphin-02 (Regd no-IMUL-A-0156-TLE, length-37 ft) reported adrift with five crew in vicinity 13-08N 084-28E since 150330 UTC Jul 14.																																										
2. Vessels transiting through the area to keep sharp look out and render assistance.																																										
<b>389. India West Coast – Suratkal.</b> Charts 22 217 258 272 293 2002 2052 INT 705 INT 706. Suratkal DGPS (13-00.29N 074-47.38E) off air.																																										
<b>390. India East Coast- Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 161003 UTC Jul 14																																										
<table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 50%;">ABAN II</td> <td style="width: 25%;">15-01.03N</td> <td style="width: 25%;">080-10.12E</td> </tr> <tr> <td>ACTINIA</td> <td>16-26.83N</td> <td>082-21.29E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-13.32N</td> <td>081-42.18E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-1</td> <td>16-30.05N</td> <td>082-33.35E</td> </tr> <tr> <td>DSR DHIRUBHAI DEEPWATER KG-2</td> <td>16-41.90N</td> <td>082-41.60E</td> </tr> <tr> <td>PLATINUM EXPLORER</td> <td>19-38.50N</td> <td>088-10.50E</td> </tr> <tr> <td>GSF-140</td> <td>16-35.07N</td> <td>082-27.83E</td> </tr> <tr> <td>HERCULES TRIUMPH</td> <td>16-28.46N</td> <td>082-12.60E</td> </tr> <tr> <td>HERCULES 208</td> <td>16-23.93N</td> <td>082-07.94E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-15.20N</td> <td>082-10.50E</td> </tr> <tr> <td>SAGAR VIJAY</td> <td>16-33.72N</td> <td>082-28.36E</td> </tr> <tr> <td>GSF EXPLORER</td> <td>19-37.55N</td> <td>086-25.27E</td> </tr> <tr> <td>SAGAR BHUSHAN</td> <td>16-33.29N</td> <td>082-23.76E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-22.04N</td> <td>081-59.25E</td> </tr> </tbody> </table>	ABAN II	15-01.03N	080-10.12E	ACTINIA	16-26.83N	082-21.29E	DEEP SEA MATDRILL	16-13.32N	081-42.18E	DSR DHIRUBHAI DEEPWATER KG-1	16-30.05N	082-33.35E	DSR DHIRUBHAI DEEPWATER KG-2	16-41.90N	082-41.60E	PLATINUM EXPLORER	19-38.50N	088-10.50E	GSF-140	16-35.07N	082-27.83E	HERCULES TRIUMPH	16-28.46N	082-12.60E	HERCULES 208	16-23.93N	082-07.94E	NOBLE DUCHESS	16-15.20N	082-10.50E	SAGAR VIJAY	16-33.72N	082-28.36E	GSF EXPLORER	19-37.55N	086-25.27E	SAGAR BHUSHAN	16-33.29N	082-23.76E	SAGAR RATNA	16-22.04N	081-59.25E
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2. Wide berth requested.																																										
2. Cancel NAVAREA VIII 376/14.																																										
<b>391. Andaman Sea – Andaman Islands.</b> Charts 41 404 405 473 4006 4016 INT 706. Firing practice by Naval Coast Battery from 0830 to 1130 UTC on 23 Jul 14 in area bounded by																																										
(A) 11-39.7N 092-46.3E (B) 11-40.6N 092-47.0E																																										
(C) 11-38.7N 092-53.1E (D) 11-32.9N 092-48.3E																																										
2. Safe flying height 5000 metres.																																										
3. Cancel this MSG 231230 UTC Jul 14.																																										
<b>392. India West Coast – Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by Naval Coast Battery																																										
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Date</u></th> <th style="text-align: left;"><u>Time (UTC)</u></th> </tr> </thead> <tbody> <tr> <td>18 Jul 14</td> <td>0900 to 1200</td> </tr> <tr> <td>22 Jul 14</td> <td>0900 to 1200</td> </tr> <tr> <td>25 Jul 14</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> </tbody> </table>	<u>Date</u>	<u>Time (UTC)</u>	18 Jul 14	0900 to 1200	22 Jul 14	0900 to 1200	25 Jul 14	0900 to 1200 and 1230 to 1430																																		
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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. Clearance required																																										
(A) Range- 20000 metres																																										
(B) Height-10000 metres																																										
4. Cancel this MSG 251530 UTC Jul 14.																																										
<b>393. Cancel NAVAREA VIII 382/14 and this MSG.</b>																																										

<p><b>394. India East Coast – Bay of Bengal.</b> Charts 32 33 INT 71 INT 73 INT 706. Sri Lankan fishing vessel Nipuni (Regd no-IMUL-A-0094-MTR) reported missing with five crew since 13 Jul 14. Last known position 10-00N 083-00E.</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																																																																																												
<p><b>395. India East Coast- Chennai.</b> Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice by Naval Coast Battery between 0530 to 0730 UTC on 25 Jul 14.</p> <p>2. Danger zone sector of 11 NM radius between 045 and 075 degree from 13-07.02N 080-18.01E.</p> <p>3. Safe flying height 12800 metres.</p> <p>4. Cancel this MSG 250830 UTC Jul 14.</p>																																																																																												
<p><b>396. Cancel NAVAREA VIII 385/14, 394/14 and this MSG.</b></p>																																																																																												
<p><b>397. 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 181003 UTC Jul 14</p> <table border="0"> <tr><td>ABAN III</td><td>18-45.65N</td><td>072-19.21E</td></tr> <tr><td>ABAN IV</td><td>19-31.81N</td><td>071-25.03E</td></tr> <tr><td>ABAN ICE</td><td>18-49.82N</td><td>070-55.98E</td></tr> <tr><td>BADRINATH</td><td>21-36.81N</td><td>068-35.17E</td></tr> <tr><td>CE THORNTON</td><td>18-30.06N</td><td>072-15.95E</td></tr> <tr><td>DISCOVERY-1</td><td>18-38.20N</td><td>071-00.93E</td></tr> <tr><td>DYNAMIC VISION</td><td>18-39.23N</td><td>070-58.86E</td></tr> <tr><td>ENERGY DRILLER</td><td>18-53.90N</td><td>071-28.70E</td></tr> <tr><td>FG MC CLINTOK</td><td>18-34.11N</td><td>072-13.45E</td></tr> <tr><td>GREAT DRILLER CHAAYA</td><td>19-57.74N</td><td>071-00.13E</td></tr> <tr><td>GREATDRILL CHITRA</td><td>18-40.10N</td><td>072-13.58E</td></tr> <tr><td>GREATDRILL CHETNA</td><td>20-11.02N</td><td>071-17.35E</td></tr> <tr><td>HARVEY H WARD</td><td>18-35.70N</td><td>072-12.81E</td></tr> <tr><td>JINDAL STAR</td><td>18-36.12N</td><td>071-01.59E</td></tr> <tr><td>JT ANGEL</td><td>23-01.00N</td><td>068-39.97E</td></tr> <tr><td>KEDARNATH</td><td>23-01.68N</td><td>068-20.34E</td></tr> <tr><td>NOBLE ED HOLT</td><td>19-36.62N</td><td>071-22.90E</td></tr> <tr><td>RON TAPPMAYER</td><td>19-20.38N</td><td>071-25.41E</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>19-32.27N</td><td>071-24.08E</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>19-18.81N</td><td>071-25.05E</td></tr> <tr><td>VIRTUE-I</td><td>19-28.70N</td><td>071-46.66E</td></tr> </table> <p>Wide berth requested.</p> <p>2. Cancel NAVAREA VIII 375/14.</p>			ABAN III	18-45.65N	072-19.21E	ABAN IV	19-31.81N	071-25.03E	ABAN ICE	18-49.82N	070-55.98E	BADRINATH	21-36.81N	068-35.17E	CE THORNTON	18-30.06N	072-15.95E	DISCOVERY-1	18-38.20N	071-00.93E	DYNAMIC VISION	18-39.23N	070-58.86E	ENERGY DRILLER	18-53.90N	071-28.70E	FG MC CLINTOK	18-34.11N	072-13.45E	GREAT DRILLER CHAAYA	19-57.74N	071-00.13E	GREATDRILL CHITRA	18-40.10N	072-13.58E	GREATDRILL CHETNA	20-11.02N	071-17.35E	HARVEY H WARD	18-35.70N	072-12.81E	JINDAL STAR	18-36.12N	071-01.59E	JT ANGEL	23-01.00N	068-39.97E	KEDARNATH	23-01.68N	068-20.34E	NOBLE ED HOLT	19-36.62N	071-22.90E	RON TAPPMAYER	19-20.38N	071-25.41E	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	19-32.27N	071-24.08E	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	19-18.81N	071-25.05E	VIRTUE-I	19-28.70N	071-46.66E
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DISCOVERY-1	18-38.20N	071-00.93E																																																																																										
DYNAMIC VISION	18-39.23N	070-58.86E																																																																																										
ENERGY DRILLER	18-53.90N	071-28.70E																																																																																										
FG MC CLINTOK	18-34.11N	072-13.45E																																																																																										
GREAT DRILLER CHAAYA	19-57.74N	071-00.13E																																																																																										
GREATDRILL CHITRA	18-40.10N	072-13.58E																																																																																										
GREATDRILL CHETNA	20-11.02N	071-17.35E																																																																																										
HARVEY H WARD	18-35.70N	072-12.81E																																																																																										
JINDAL STAR	18-36.12N	071-01.59E																																																																																										
JT ANGEL	23-01.00N	068-39.97E																																																																																										
KEDARNATH	23-01.68N	068-20.34E																																																																																										
NOBLE ED HOLT	19-36.62N	071-22.90E																																																																																										
RON TAPPMAYER	19-20.38N	071-25.41E																																																																																										
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	19-32.27N	071-24.08E																																																																																										
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	19-18.81N	071-25.05E																																																																																										
VIRTUE-I	19-28.70N	071-46.66E																																																																																										
<p><b>398. India West Coast – off Mumbai.</b> Charts 21 22 255 292 293 INT 71 INT 705. Rig Energy Driller moved to 18-53.90N 071-28.70E in safety fairway.</p> <p>2. Vessels transiting through the area to exercise caution and give wide berth.</p>																																																																																												
<p><b>399. Navarea VIII – Messages in force as on 181005 UTC Jul 14</b></p> <p><b>2013 series</b> – 035 160 197 228 343 428 473 493 506 547 662 672</p> <p><b>2014 series</b> – 111 119 129 151 154 187 192 194 211 221 224 225 233 241 242 252 275 284 308 310 311 323 336 337 354 360 368 369 371 373 377 384 386 387 388 389 390 391 392 395 396 397 398</p> <p>(a) NAVAREA VIII warnings less than 42 days old (336/14 onward) are promulgated via SafetyNET.</p> <p>(b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>.</p> <p>(c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to mariners.</p> <p>2. Cancel this MSG 251005 UTC Jul 14.</p>																																																																																												
<p><b>400. Cancel NAVAREA VIII 389/14 and this MSG.</b> Suratkal DGPS on air.</p>																																																																																												
<p><b>401. India East Coast – Bay of Bengal.</b> Charts 32 33 INT 71 INT 73 INT 706. Man overboard reported from fishing boat (Regd no-IND-TN-06-MM-1029) in vicinity 10-00N 082-00E at 201130 UTC Jul 14.</p> <p>2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																																																																																												

<b>402. India East Coast- Bay of Bengal.</b> Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 221001 UTC Jul 14	ABAN II	15-01.03N	080-10.12E
	ACTINIA	16-19.34N	082-14.82E
	DEEP SEA MATDRILL	16-13.32N	081-42.18E
	DSR DHIRUBHAI DEEPWATER KG-1	16-30.05N	082-33.35E
	DSR DHIRUBHAI DEEPWATER KG-2	16-41.90N	082-41.60E
	PLATINUM EXPLORER	19-38.50N	088-10.50E
	GSF-140	16-35.07N	082-27.83E
	HERCULES TRIUMPH	16-28.46N	082-12.60E
	HERCULES 208	16-23.93N	082-07.94E
	NOBLE DUCHESS	16-15.20N	082-10.50E
	SAGAR VIJAY	16-33.72N	082-28.36E
	GSF EXPLORER	19-37.55N	086-25.27E
	SAGAR BHUSHAN	16-33.29N	082-23.76E
	SAGAR RATNA	16-22.04N	081-59.25E
	Wide berth requested.		
2.	Cancel NAVAREA VIII 390/14.		
<b>403. Cancel NAVAREA VIII 388/14 and this MSG.</b>			
<b>404. India East Coast – Bay of Bengal.</b> Charts 33 INT 71 INT 73 INT 706. Orange and white coloured Sri Lankan fishing vessel Jeevana Reka 03 (Regd no-0388-CHW, length 40 ft) reported adrift with five crew since 16 Jul 14. Last known position 13-2N 085-30E.			
2.	Vessels transiting through the area to keep sharp look out and render assistance.		
<b>405. India West Coast- Gulf of Kachchh.</b> Charts 21 203 2068 INT 705. Following Salaya channel marking buoys reported lit and drifted to new position			
	<b><u>BUOYS</u></b>	<b><u>PRESENT POSITION</u></b>	
	(A) GURUR	22-35.54N	068-58.34E
	(B) CHANDRI	22-37.05N	069-07.96E
	(C) KACHCHH	22-37.88N	069-13.17E
	(D) VLCC	22-36.03N	069-17.27E
	(E) NARARA	22-35.87N	069-36.38E
2.	Caution advised.		
<b>406. Cancel NAVAREA VIII 373/14. India West Coast – Gulf of Khambhat.</b> Charts 21 210 254 292 INT 71 INT 705. Yellow coloured square well head unlit platform B-12-1 reported in position 20-05.60N 071-48.56N in safety fairway. Platform under construction with height 05-07 metres above MSL.			
2.	Wide berth and caution advised.		
<b>407. India Lakshadweep – Androth Island.</b> Charts 22 268 2007 INT 71 INT 707. Androth Island east end light (10-48.76N 073-42.07E) unlit.			
<b>408. India West Coast – Thottapally.</b> Charts 22 221 259 260 INT 71 INT 706. Thottapally light (09-19.18N 076-22.06E) unlit.			
<b>409. India East Coast – Bay of Bengal.</b> Charts 32 33 356 INT 71 INT 706. Firing practice between 0230 to 1130 UTC from 01 to 07 Aug and 15 to 21 Aug 14			
2.	Danger zone 15 NM radius around 13-50N 081-40E.		
3.	Safe flying height 3100 metres.		
4.	Cancel this MSG 211230 UTC Aug 14.		
<b>410. India West Coast – Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by naval coast battery			
	<b><u>Date</u></b>	<b><u>Time (UTC)</u></b>	
	01 Aug 14	0900 to 1200	
	05 Aug 14	0900 to 1200	
	08 Aug 14	0900 to 1200 and 1230 to 1430	
	12 Aug 14	0900 to 1200	
	19 Aug 14	0900 to 1200	
	22 Aug 14	0900 to 1200	
	26 Aug 14	0900 to 1200 and 1230 to 1430	
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 261530 UTC Aug 14.		

<b>411.</b>	<b>Cancel NAVAREA VIII 151/14. Indian Ocean -- off Tanzania.</b> Charts INT 70 INT 71 INT 701. Rig. Belfort 10-29.81S 040-44.41E
2.	Wide berth requested.
<b>412.</b>	<b>Indian Ocean – Eastern Part.</b> Charts INT 71 INT 73 INT 707. Yellow coloured mooring buoy Triton (diameter-1.8 metres, height-2.8 metres) reported adrift in vicinity 02-06.40S 092-18.44E on 24 Jul 14. Drifting speed-0.5 kt, direction – 153 degree.
2.	Caution advised.
3.	Cancel this MSG 281001 UTC Jul 14.
<b>413.</b>	<b>NAVAREA VIII – Messages in force as on 251002 UTC Jul 14</b> <b>2013 series</b> – 035 160 197 228 343 428 473 493 506 547 662 672 <b>2014 series</b> – 111 119 129 154 187 192 194 211 221 224 225 233 241 242 252 275 284 308 310 311 323 336 337 360 368 369 377 384 387 392 397 398 401 402 404 405 406 407 408 409 410 411 412
(a)	NAVAREA VIII warnings less than 42 days old (337/14 onward) are promulgated via SafetyNET.
(b)	Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in.
(c)	Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.
2.	Cancel this MSG 011002 UTC Aug 14.
<b>414.</b>	<b>Cancel NAVAREA VIII 404/14 and this MSG.</b>
<b>415.</b>	<b>India West Coast – off Okha.</b> Charts 21 204 252 271 292 INT 705. Four empty containers of MV Rajiv Gandhi reported sunk in position 22-01.70N 068-56.20E.
2.	Caution advised.
<b>416.</b>	<b>India West Coast – off Porbandar.</b> Charts 21 252 271 292 INT 71 INT 705. Break bulk cargo stowed in flat rack container reported fallen overboard due heavy swell from MV Rio Chicago between 21-31N 067-42E and 21-18N 068-15E.
2.	Caution advised.
3.	Cancel this MSG 310401 UTC Jul 14.
<b>417.</b>	<b>India East Coast – Bay of Bengal.</b> Charts 32 33 41 356 357 391 404 406 472 473 INT 71 INT 73 INT 706. Marine route survey from Chennai to Port Blair prior installation of fibre optic cable in progress till 15 Aug 14 by research vessel Northern Endeavour (call sign-T2GB4) along following route
(A)	13-01.27N 080-16.68E (B) 06-55.11N 089-57.34E
(C)	06-31.00N 094-33.27E (D) 11-42.33N 092-45.52E
2.	Wide berth requested.
3.	Cancel this MSG 160001 UTC Aug 14.
<b>418.</b>	<b>Cancel NAVAREA VIII 401/14, 408/14 and this MSG.</b>
<b>419.</b>	<b>Indian Ocean – Northern Part.</b> Charts INT 71 INT 73 INT 707. Derelict and unmanned fishing vessel (length-40 metres, white hull with registration R401Z painted on side) reported adrift in vicinity 03-48.00S 085-26.70E at 280845 UTC Jul 14.
2.	Caution advised.
3.	Cancel this MSG 311530 UTC Jul 14.
<b>420.</b>	<b>Indian Ocean – Eastern Part.</b> Charts INT 71 INT 73 INT 707. Yellow coloured mooring buoy Triton (diameter-1.8 metres, height-2.8 metres) reported adrift in vicinity 02-28.48S 092-39.70E on 29 Jul 14. Drifting rate 126-0.2 kt.
2.	Caution advised.
3.	Cancel this MSG 021001 UTC Aug 14.
<b>421.</b>	<b>India East Coast – Andaman Sea.</b> Charts 41 401 473 INT 71 INT 73 INT 706. Hydrographic Survey in progress till 30 Aug 14 in area bounded by
(a)	13-48N 094-30E (b) 13-48N 093-50E
(c)	13-35N 093-40E (d) 13-37N 093-35E
(e)	12-57N 093-35E (f) 12-57N 093-30E
(g)	12-15N 093-30E (h) 12-15N 093-25E
(j)	12-00N 093-25E (k) 12-00N 094-30E
2.	Wide berth OF 02 NM around vessel requested.
3.	Cancel this MSG 310001 UTC Aug 14.
<b>422.</b>	<b>India West Coast – Gulf of Khambhat.</b> Charts 21 210 254 292 INT 705. Narmada channel marking buoy No. 2 unlit.

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

**West Coast of India Pilot (INP-1)**

**Chapter –9 (Page 290)**

(Source: ROS, A (D)-266, INS Jamuna)

Article 9.213,

Insert new para after para 6,

**6a Navigational Aids.**

Koteshwar Light, (23°40'.44N, 68°31'.64E) (White RCC tower black bands, 60 m in height), exhibits 8 cables S from Koteshwar temple.



Koteshwar Lighthouse  
(Photo Courtesy: INS Jamuna)

Article 2.92, Para 2,

Line 1, Delete “Ennore Port” and replace by “Kamarajar port”.

Line 2, Delete “Ennore port” and replace by “Kamarajar port”.

Article 2.92a, Para 1, line 2

Delete “Ennore port” and replace by “Kamarajar port”.

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

**Chapter –2 (Page 113)**

(Source: Kamarajar Port Ltd.)

Article 2.83, Para 1

Delete line 1 and replace by,

**1 Kamarajar Port.** Kamarajar Port Limited has

Article 2.86, Para 1, line 1

Delete “Ennore port” and replace by “Kamarajar port”.

Article 2.87, Para 1, line 5

Delete “Ennore” and replace by “Kamarajar”.

Article 2.87, Para 2

Delete line 9-10 and replace by,

“The call sign for Kamarajar Pilots is “Kamarajar Port Control”.”

Article 2.87, Para 3, line 3

Delete “Ennore” and replace by “Kamarajar”.

**(Page 114)**

(Source: Kamarajar Port Ltd.)

Article 2.88, Para 1, line 2

Delete “Ennore port” and replace by “Kamarajar port”.



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

**INP 31(1), 2014**

*(Last correction: Edition No. 11 dated 01 Jun 2014)*

**NIL**

**INP 31(2), 2007**

*(Last correction: Edition No. 11 dated 01 Jun 2014)*

**NIL**

**INP 31(5), 2011**

*(Last correction: Edition No. 14 dated 16 Jul 2014)*

**NIL**

**INP 31(6), 2012**

*(Last correction: Edition No. 11 dated 01 Jun 2014)*

**PAGE 34, INDIA, ENNORE,**  
*Delete Pilots and Port Section including Name of the port  
and replace by,*

**KAMARAJAR**

**13°16'N 80°20'E**

Pilots and Port

**CONTACT DETAILS:**

**Pilots**

Call: Kamarajar Port Control  
VHF Channel: Ch 74

**Port Control**

Call: Kamarajar Port Control  
VHF Channel: Ch 16; 74 77  
Telephone: +91(0)44 27950030  
+91(0)44 27950040  
Fax: +91(0)44 27950002  
E-mail: info@epl.gov.in  
gm-ms@epl.gov.in

**Port Authority**

Telephone: +91(0)44 25251666  
+91(0)44 25251670  
Fax: +91(0)44 25251665  
E-mail: info@epl.gov.in  
Website: www.ennoreport.gov.in

**PAGE 35, INDIA, ENNORE, PROCEDURE Section, Sub  
section (2), line 1**

*Delete "Ennore port control" and replace by "Kamarajar port  
control".*

**PAGE 35, INDIA, ENNORE, PROCEDURE Section, Sub  
section (5),**

*Delete Para (b) and replace by,*

(b) Kamarajar port: 13°15'.0N 80°23'.26E (In the Waiting Area)

*(Source: Kamarajar Port Ltd.)*

*(15/14)*

## **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>	



**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**