



INDIAN NOTICES TO MARINERS



EDITION NO. 17 DATED 01 SEP 2015
(CONTAINS NOTICES 144 TO 152)

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(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)

FEEDBACK: msis-inho-navy@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. Navigational Charts produced after 31 Oct 14 carry NHO crest as watermark on the reverse with backslip. Chart Agent's stamp is mandatory on all Charts.

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

Mariners are strongly advised not to use or encourage the use of counterfeit charts and publications. Failure to comply with the warning may invite legal action.

III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

1. The new 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 & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2521	30-06-2015	ALDABRA ISLAND Limits 09° 25'.70S; 46° 10'.50E. 09° 20'.50S; 46° 18'.50E.	15,000	1	Rs. 1870.00
2522	15-08-2015	APPROACHES TO ALDABRA ISLAND 09° 30'.50S; 46° 09'.50E. 09° 17'.50S; 46° 19'.00E.	37,500	1	Rs. 1870.00

2. 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>
4037	15-01-2003	CHOWRA ISLAND TO TILLANCHANG ISLAND	4163	30-11-2012
			4164	30-11-2012
			4165	30-11-2012
			4177	30-11-2012

3. The new 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>
IN62521A	2521	ALDABRA ISLAND	24-08-2015
IN52522I	2522	APPROACHES TO ALDABRA ISLAND	24-08-2015

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
4006 (INT 7449)	PORT BLAIR	15,000	New Chart
407	TEN DEGREE CHANNEL TO CHOWRA ISLAND	1,50,000	New Chart

Availability of ENC's

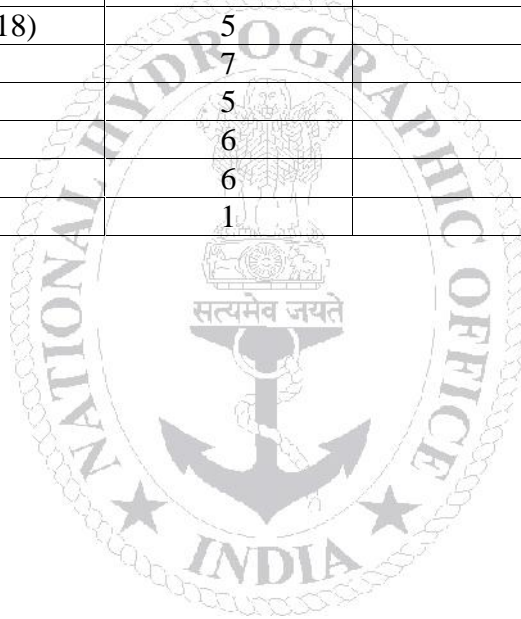
The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the world wide network of their agents and distributors. Updates are also made available as per the existing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

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Web site: www.ukho.gov.uk	M/s Jeppesen Norway AS Hovalandsveien 52 PO Box 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: enc@jeppesen.com , info@c-map.co.no Website: www.jeppesen.com
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: - www.primar.org	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad- 500 034 Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com

SECTION – I

The list of charts affected by the Notices 144 to 152 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
41 (INT 757)	6	147
208	2	145
254 (INT 7331)	2	145
288	1	151
360	7	149
361	7	149
406	6	147
471	6	148
472 (INT 7032)	6	147
2039	2	145
2044	2	145
2082	2	145
2514	1	152 (T)
3010 (INT 7418)	5	146
3021	7	149
3041	5	146
4006	6	144
4012	6	144
8004	1	150



SECTION – II
PERMANENT NOTICES

***144 (17/15) Miscellaneous updates to charts**

Source: NHO Dehradun.		
Chart	Previous Update	Details
4006	138/15	Amend reference INM 138/(16/15): For: legend, “2 Trs \approx 252.2°”, centered on: 11° 41′.02N., 92° 44′.62E. Read as: legend, “2 Bns \approx 252.2°”, centered on: 11° 41′.02N., 92° 44′.62E. For: legend, “2 Trs \approx 298.2°”, centered on: 11° 41′.55N., 92° 43′.55E. Read as: legend, “2 Bns \approx 298.2°”, centered on: 11° 41′.55N., 92° 43′.55E.
4012	138/15	Amend reference INM 138/(16/15): For: legend, “2 Trs \approx 252.2°”, centered on: 11° 41′.033N., 92° 44′.710E. Read as: legend, “2 Bns \approx 252.2°”, centered on: 11° 41′.033N., 92° 44′.710E. For: legend, “2 Trs \approx 298.2°”, centered on: 11° 41′.520N., 92° 43′.562E. Read as: legend, “2 Bns \approx 298.2°”, centered on: 11° 41′.520N., 92° 43′.562E.

***145 (17/15) INDIA – WEST COAST – Approaches to Dahej – Foul.**

Source: VTS Khambhat.

Chart 254 (INT 7331) [previous update 130/15]

Insert # 21° 35′.57N., 72° 26′.71E.

Chart 208 [previous update 130/15]

Insert # 21° 35′.57N., 72° 26′.71E.

Chart 2044 [previous update 111/15]

Insert # 21° 35′.56N., 72° 26′.74E.

Chart 2039 [previous update 130/15]

Insert # 21° 35′.56N., 72° 26′.73E.

Chart 2082 [previous update 112/15]

Insert # 21° 35′.60N., 72° 26′.70E.

***146 (17/15) INDIA – EAST COAST – Paradip Port – Lights.**

Source: Paradip Port.

Chart 3041 [previous update NC 15 Mar 15]

Amend light to, F110s60m12M 20° 16′.59N., 86° 39′.12E.

Chart 3010 (INT 7418) [previous update 048/15]

Amend light to, F110s60m12M 20° 16′.59N., 86° 39′.12E.

Chart 3010 (INT 7418) (PLAN) [previous update 048/15]

Amend light to, FIG10s30m6M 20° 16′.167N., 86° 40′.013E.

light to, FIR15s15m6M 20° 16′.257N., 86° 39′.986E.


light to, F110s60m12M 20° 16′.593N., 86° 39′.125E.

light to, FIR10s15m6M 20° 16′.972N., 86° 40′.343E.

***147 (17/15) INDIA – ANDAMAN SEAS – Little Andaman Islands to Ten Degree Channel – Submarine Exercise Area.**


Source: IHQ MoD (N)/ DNO

Chart 41 (INT 757) [previous update 186/14]

Insert limit of Submarine Exercise Area , , joining: (a) 09° 24′.00N., 92° 19′.00E.
10° 23′.00N., 92° 19′.00E.
10° 23′.00N., 93° 20′.00E.
09° 24′.00N., 93° 20′.00E.
(a) above


legend, “Submarine Exercise Area (see Note), centered on: 10° 06′.00N., 92° 48′.00E.
accompanying note, “Submarine Exercise Area”, centered on: 15° 08′.00N., 99° 42′.00E.

Chart 472 (INT 7032) [previous update 074/15]

Insert limit of Submarine Exercise Area , , joining: (a) 09° 23′.98N., 92° 18′.75E.
10° 22′.98N., 92° 18′.75E.
10° 22′.98N., 93° 19′.75E.
09° 23′.98N., 93° 19′.75E.
(a) above

legend, “Submarine Exercise Area (see Note), centered on: 10° 05′.00N., 92° 50′.00E.
accompanying note, “Submarine Exercise Area”, centered on: 06° 17′.00N., 91° 48′.00E.

Chart 406 [previous update 074/15]

Insert limit of Submarine Exercise Area , , joining: 09° 45′.40N., 92° 19′.10E. (S Border)
10° 23′.08N., 92° 19′.10E.
10° 23′.08N., 93° 00′.00E. (E Border)

legend, “Submarine Exercise Area (see Note), centered on: 10° 05′.00N., 92° 19′.40E.
10° 23′.00N., 92° 38′.00E.
accompanying note, “Submarine Exercise Area”, centered on: 10° 49′.80N., 92° 53′.00E.

148 (17/15) BAY OF BENGAL & ANDAMAN SEA – Katchall Island to Sumatera – Light.

Source: BA Notice – 3433/15.

Chart 471 [previous update 071/15]

Amend Range of light to, 12M 05° 33′.00N., 95° 10′.00E.

149 (17/15) BANGLADESH – Approaches to Chittagong – Wrecks. Buoy.

Source: BA Notice – 3621/15.

Chart 360 [previous update 133/15]

Insert  22° 12′.65N., 91° 44′.47E.
Delete  *PA* 22° 20′.10N., 91° 37′.90E.

Chart 361 [previous update 119/15]

Insert  22° 12′.66N., 91° 44′.49E.
Delete  *PA* 22° 20′.00N., 91° 38′.00E.
21° 14′.10N., 91° 49′.10E.
21° 05′.00N., 91° 55′.00E.

Chart 3021 [previous update 104/14]

Insert  (a) 22° 12′.65N., 91° 44′.48E.
(a) above

Delete  *PA* 22° 20′.01N., 91° 37′.95E.

149 (17/15) BANGLADESH – Approaches to Chittagong – Wrecks. Buoy. Continued.**Chart 3021 (PLAN)** [previous update 104/14]

Insert



(b) 22° 12′.65N., 91° 44′.48E.

Fl(2)5s, Close N of

(b) above

150 (17/15) IRAN OMAN AND UNITED ARAB EMIRATES – Jask To Dubayy and Jazireh – Ye Qeshm – Wreck.

Source: BA Notice – 3753/15.

Chart 8004 [previous update 141/15]

Delete



25° 58′.10N., 55° 58′.74E.

151 (17/15) QATAR TO SHATT AL ARAB – Buoy.

Source: BA Notice – 3759/15.

Chart 288 [previous update 164/14]

Insert

FlY5s

28° 51′.30N., 50° 34′.10E.



SECTION – III

TEMPORARY AND PRELIMINARY NOTICES

***152 (T) (17/15) INDIAN OCEAN – MAURITIUS – Port Louis – Buoy.**

Source: Hydrographic Unit – Mauritius.

1. Channel marking buoy no. 1 in position 20° 09′.594S., 57° 29′.914E has been temporarily removed.
2. Mariners are advised to navigate with caution in the area and contact local port authorities for more information.

Charts Affected – 2514.



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, 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.

(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, 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 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 (16th July 2008).

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

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

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

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

5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

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

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

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

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


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

7. **CAUTIONARY NOTE**

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

Distribution of Indian Paper Charts and Nautical Publications

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

<p>JEPPESEN MARINE Jeppesen Norway AS P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: info@c-map.no Site: www.c-map.no</p>	<p>C-Map US Commercial 133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America Ph: +1 (508) 477 8010 Fax: +1 (508) 539 4381 Email: info@c-map.com</p>	<p>C-Map (UK) Ltd. Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: info@c-map.co.uk</p>
<p>Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, 08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com</p>	<p>Bogerd Martin NV, Oude Leeuwenrui 37 2000 Antwerp, Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: sales@martin.be Site: www.martin.be</p>	<p>Bogerd Martin Tianjin(China Branch) 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: charts-tj@martin.cn</p>
<p>C-Map Holland Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie cor@chartworx.nl</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: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
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: sales@globalcharts.in Web: www.globalcharts.com.sg	EW Liner Charts & Publication (India) 2/524 Sundeep Road, Chinna Neelangerai, Chennai 600041 Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: maritimeindia@airtelmail.in
M/s C & C Marine Combine 25 Bank Street, 1 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@vsnl.com, sales@ccmarine.in	Gujarat Pipavav Port Limite PO – Ucchaya, Dist.- Amereli Gujarat – 365 560 Tele:- 91- 2794302400 Fax: 302413 (Only for Pipavav Port Chart)
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 : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 6510 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: RajShekhar.Chakravorty@jeppesen.com, info@jeppesen.com Website: www.jeppesen.com
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 : jmms@mtnl.net.in, charts@mtnl.net.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +919937064299 Email: ashiskantha@gmiindia.in Web: www.gmiindia.in
Lift O Marine Allen's Mansion, C6 Nungi Station Road, Kolkata – 700140 Mob: +91 9836972027 / 8902228463 Email: sankar@liftomarine.org / liftomarine77@gmail.com Web: www.liftomarine.org	M/s L. R. Marine Services 301, 3rd Floor, Biry House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-6635 9148 Cell No: +91 8108926880/+91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com
M/s Engineering Logistics Executive Multi Services Elems Charts, Door No: 61-4-45-A/4, Prakash Nagar Malkapuram Visakhapatnam - 530 011 Mob: +91 9133871827 Email: sales@elemscharts.in Web: www.elemscharts.in	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills, Hyderabad- 500 034 Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 015 Mob: +91 7926923982 Email: jyoti@aatash.com, zubin@aatash.com	

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 01 Sep 15:

2014 SERIES – 676
2015 SERIES – 124 287 288 298 334 386 406 408 438 439 445 470 478 484 486 498 507 514 522 545 547 555 556 557 565 566 567 571 573 582 585 586 589 591 592 593

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

566. India West Coast – Gulf of Khambhat. Charts 21 208. MV Asia Ruby IV reported anchor loss with cable 21.35.6N 072 26.7E.
567. India West Coast – Mumbai Port. Charts 21 2016. Buoy N4 (18-50.36N 072-42.08E), N5 (18-50.06N 072-42.08E) reported missing and N7 (18-49.9N 072-46.3E) unlit.
568. India East Coast – Bay of Bengal. Charts 31 32 356 391 INT 71. CG aircraft firing scheduled daily from 22-31 Aug 15 from 0130-1130 UTC in area bounded by 13-30N 82-00E, 14-30N 082-00E, 14-30N 082-40E, 13-30N 082-40E. 2. Safe flying Ht 2000m. 3. Cancel this MSG 311230 UTC Aug 15.
569. Cancel NAVAREA VIII 543/15 and this MSG.
570. India West Coast – off Mumbai. Charts 21 255 INT 71. Ile de Batz progressing S/M cable installation using ROV till 31 Aug in vicinity 19-01N 072-30E, 19-00N 072-15E, 19-01N 072-18E, 19-01N 072-15E, 19-00N 072-14E, 18-57N 072-13E, 18-55N 072-12E, 18-52N 072-10E. 2. Wide berth of 01 NM around vessel requested. 3. Cancel this MSG 311830 UTC 15.
571. Andaman Sea – Myanmar. Charts 41 INT 71. MV Fugro Eqinox progressing survey till 17 Sep in area 14-01.57N 095-49.35E, 14-24.53N 096-02.04E, 14-08.48N 095-51.41E, 14-10.63N 096-04.80E. 2. Clearance of 4 KM requested from survey area. 3. Cancel this MSG 171830 UTC Sep15.
572. India West Coast – Okha. Charts 21 202 INT 71. Firing practice by Naval Coastal Battery scheduled on 24 Aug 15 from 0530-0730 UTC. 2. Danger area extending up to 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E. Safe flying Ht 12800m. 3. Cancel this MSG 240830 UTC Aug 15.
573. India East Coast – Narasapur. Charts 32 355 INT 71. Antervadi DGPS (16-19 N 081-44 E) off air.
574. India East Coast – Bay of Bengal and Andaman sea. Charts 33 41 INT 71. GSLV launch scheduled from 13-43.2N 080-13.8E from 27-29 Aug 15 from 1100-1430 UTC. 2. <u>Danger zones</u> <u>Zone 1</u> CIRCLE OF 10 NM AROUND LAUNCHER <u>Zone 2</u> AREA BOUNDED BY 11-50N 085-25E, 12-35N 085-35E, 12-15N 086-35E, 11-30N 086-25E <u>zone 3</u> AREA BOUNDED BY 10-45N 089-15E, 11-25N 089-25E, 11-10N 090-00E, 10-30N 089-50E <u>Zone 4</u> AREA BOUNDED BY 08-45N 094-55E, 09-35N 095-15E, 09-15N 096-10E, 08-25N 095-50E 3. Cancel this MSG 291530 UTC Aug 15.
575. Andaman Sea – South Andaman. Charts 33 41 405 476 INT 71. Firing practice on passage ISLAND scheduled 26 Aug from 0600 – 1000 UTC in area bounded by 11-17N 092-34E, 11-05N 092-34E, 11-05N 092-48E, 11-17N 092-4 Safe flying Ht 6000 m. 2. No vessel permitted in danger area. 3. Cancel this MSG 261100 UTC Aug 15.
576. Bay of Bengal – Off Sri Lanka. Charts 33 INT 71. SLFV Suranga reported adrift with crew in vicinity 06-47N 0 15E on 21 Aug. 2. Cancel this MSG 241000 UTC Aug 15.
577. NAVAREA VIII Warnings in force as on 21 Aug 15 2014 Series – 676 2015 Series – 124 287 288 298 334 386 406 408 438 439 445 470 478 484 486 498 507 514 522 532 545 546 547 555 556 557 563 565 566 567 568 570 571 572 573 574 575 576 577

577. Continued. (a) NAVAREA VIII warnings less than 42 days old promulgated via safety net. (b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on www.hydrobharat.nic.in. (C) Cancel this MSG 281000 UTC Aug 15.																		
578. Bay of Bengal – NE Sri Lanka. Charts 32 INT 71. SLFV Dulaj - 06 reported missing with 05 crew since 19 Aug in vicinity 09-05N 082-55E. 2. Cancel this MSG 271000 UTC Aug 15.																		
579. India East Coast – Chennai. Charts 32 33 313 356 357 3001 INT 706. Firing practice by Naval coast battery scheduled on 28 Aug between 0530 - 0730 UTC. 2. Danger sector extending up to 11 NM between bearing 045 and 075 from 13-07.02N 080-18.01E. Safe flying Ht 12800 m. 3. Cancel this MSG 280830 UTC Aug 15.																		
580. Sri Lanka East Coast. Charts 33 INT 71. SLFV Oshit reported drifting with 06 crew since 25 Aug in vicinity 07-18N 083-46E. 2. Cancel this MSG 291000 UTC Aug 15.																		
581. Bay of Bengal – SE Sri Lanka. Charts 33 INT 71. SLFV Kavindi reported drifting with 06 crew since 26 Aug in vicinity 06-00N 081-57E. 2. Cancel this MSG 291000 UTC Aug 15.																		
582. India West Coast – Goa. Charts 22 214 INT 71. Aguada lighthouse RACON (15-29.6N 073-46.0E) not working.																		
583. Cancel NAVAREA VIII 546 578/15 and this MSG.																		
584. India East Coast – Bay of Bengal. Charts 31 INT 71. SLFV Jayaisuru-04 reported missing with 05 crew since 20 Aug 15 in vicinity 16-03N 087-45E. 2. Cancel this MSG 301000 UTC Aug 15.																		
585. India West Coast – Kochi. Charts 22 32 220 259 260 2004 INT 71. Firing by Naval Coast Battery scheduled on <table border="1" style="margin-left: 20px;"> <thead> <tr> <th><u>Date</u></th> <th><u>Time (UTC)</u></th> </tr> </thead> <tbody> <tr> <td>01 Sep 15</td> <td>0900-1200</td> </tr> <tr> <td>04 Sep</td> <td>0900-1200</td> </tr> <tr> <td>08 Sep</td> <td>0900-1200, 1230-1430</td> </tr> <tr> <td>11 Sep</td> <td>0900-1200</td> </tr> <tr> <td>15 Sep</td> <td>0900-1200</td> </tr> <tr> <td>18 Sep</td> <td>0900-1200</td> </tr> <tr> <td>22 Sep</td> <td>0900-1200</td> </tr> <tr> <td>29 Sep</td> <td>0900-1200, 1230-1430</td> </tr> </tbody> </table> 2. Firing area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44.0N 076-17.5E, 09-42.5N 076-09.5E. Safe flying ht 10000m. 3. Cancel this MSG 291530 UTC Sep 15.	<u>Date</u>	<u>Time (UTC)</u>	01 Sep 15	0900-1200	04 Sep	0900-1200	08 Sep	0900-1200, 1230-1430	11 Sep	0900-1200	15 Sep	0900-1200	18 Sep	0900-1200	22 Sep	0900-1200	29 Sep	0900-1200, 1230-1430
<u>Date</u>	<u>Time (UTC)</u>																	
01 Sep 15	0900-1200																	
04 Sep	0900-1200																	
08 Sep	0900-1200, 1230-1430																	
11 Sep	0900-1200																	
15 Sep	0900-1200																	
18 Sep	0900-1200																	
22 Sep	0900-1200																	
29 Sep	0900-1200, 1230-1430																	
586. India East Coast – Off Gopalpur. Charts 31 352 353 391 3005 INT 71. Army BPTA flight scheduled from 012330-021730, 022330-031730 and 032330-041730 UTC Sep 15 in area bounded by 19-17.67N 084-55.21E, 19-10.75N 084-47.38E, 18-56.03N 084-52.64E, 19-12.33N 085-14.92E. Safe flying ht 1525m. 2. No over flight and vessel permitted in danger area. 3. Cancel this MSG 041830 UTC Sep 15.																		
587. India West Coast – Off Kochi. CHARTS 22 220 221 259 INT 71. Firing by CG Ship scheduled on 291000-1330, 301000-1330 UTC in area bounded by 09-56N 075-16E, 09-39N 075-28E, 09-29N 075-11E, 09-46N 075-00E 2. No over flight and vessel permitted in danger area. 3. Cancel this MSG 301430 UTC Aug 15.																		
588. Cancel NAVAREA VIII 574 581/15 and this MSG.																		
589. NAVAREA VIII Warnings in force as on 28 Aug 15 2014 Series – 676 2015 Series – 124 287 288 298 334 386 406 408 438 439 445 470 478 484 486 498 507 514 522 545 547 555 556 557 565 566 567 568 570 571 573 580 582 584 585 586 587 588 (a) Navarea VIII warnings less than 42 days old promulgated via SafetyNet. (b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on www.hydrobharat.nic.in. (c) Cancel this MSG 041000 UTC Sep 15.																		
590. Bay of Bengal. Charts 33 INT 71. SLFV Vigilani reported drifting with 04 crew since 27 Aug in vicinity 08-34N 086-17E 2. Cancel this MSG 311000 UTC Aug 15.																		
591. Indian Ocean – off Reunion Island. Charts INT 71. Naval gunnery exercise scheduled from 010400 - 021200 UTC Sep 15 in area bounded by 21-12.00S 054-57.00E, 21-39.02S 054-33.30E, 21-19.30S 054-25.54E, 21-26.00S																		

591. Continued.

055-02.30E.

2. Cancel this MSG 021300 UTC Sep 15.

592. India East Coast – off Vishakhapatnam. Charts 31 308 354 INT 71. Experimental flight trial scheduled from ITR on from 050230-1030, 060230-1030, 070230-1030 UTC Sep 15 in zone bounded by 17-19.48N 083-28.48E, 17-19.48N 083-42.00E, 17-42.00N 083-42.00E, 17-42.00N 083-28.48E. Height of danger zone 5 km.

2. No over flight and shipping permitted in danger zone.
3. Cancel this MSG 071130 UTC Sep 15.

593. Arabian Sea. Charts INT 71. SLFV Michel Shenali reported drifting since 25 Aug 15 in vicinity 08-14N 067-00E.

2. Cancel this MSG 031000 UTC Sep 15.

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
D7318.2	Quryat. S Breakwater. Head	23 15.97 N 58 55.81 E *	Iso R 4s	7	4	Red metal post 3	TE 2015 *
D7318.22	- N Breakwater. Head	23 16.09 N 58 55.87 E	Iso G 4s	7	4	Green metal post 3	TE 2015 *
D7363.47 *	- New Freeport. N Breakwater. End *	24 32.03 N 54 21.39 E *	Fl Y 5s *	*	*	*	*
D7364.8 *	CRESCENT ISLAND *	25 18.72 N 54 39.63 E *	Fl W 10s *	11	11	Metal Post *	Island marked by Fl Yellow lights x 6, 3 M Range *
F1005.61	-- Rear. 1.026 M from front	20 16.58 N 86 39.00 E	Fl W 10s *	60	12	Black and White bands	
F1005.612	--- Rear	20 16.16 N 86 40.03 E	Fl G 10s *	30	6	Green and White bands	
F1005.871	--- Rear	20 16.96 N 86 40.35 E	Fl R 10s *	15	6	Red and White bands *	
F1005.92	- Customs office	20 16.25 N 86 40.00 E	Fl R 15s	15	6	Red and White bands *	
F1562.6	-- Jetty. W end	04 14.20 N 100 37.05 E *	F Y	7	4	Dolphin	TE 2015 *
K0870.5	- Ldg Lts 015°. Front *	00 59.91 S 100 22.83 E	Fl W 2s	9	10	White on white single pipe beacon *	fl 1. Ra refl
K0870.7	-- Rear. 342 m from Front *	00 59.73 S 100 22.88 E	Fl W 4s	12	10	White ▽ on white single pipe beacon *	fl 1. Ra refl
K0883.95	- Pulau Mega	03 59.95 S 101 03.02 E	Fl W 10s	33	16	White beacon	fl 0.5 TE 2015 *

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 16 dated 16 Aug 2015)

NIL

INP 31(2), 2014

(Last correction: Edition No. 16 dated 16 Aug 2015)

NIL

INP 31(5), 2011

(Last correction: Edition No. 16 dated 16 Aug 2015)

NIL

INP 31(6), 2012

(Last correction: Edition No. 11 dated 01 Jan 2015)

NIL

SECTION – IX
CORRECTIONS TO MISCELLANEOUS NAUTICAL PUBLICATIONS

Indian Notices to Mariners, Special Edition-2012

Special Notice No. 9 (Page 113)

(Source: IHQMoD (N)/ DNO

SUBMARINE EXERCISE AREAS, Para 9

Insert entry after Off Port Blair

9a **Off Car Nicobar Island**

Area X

- a) 09° 24'.00 N, 092° 19'.00 E
- b) 10° 23'.00 N, 092° 19'.00 E
- c) 10° 23'.00 N, 093° 20'.00 E
- d) 09° 24'.00 N, 093° 20'.00 E

SECTION – X **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.

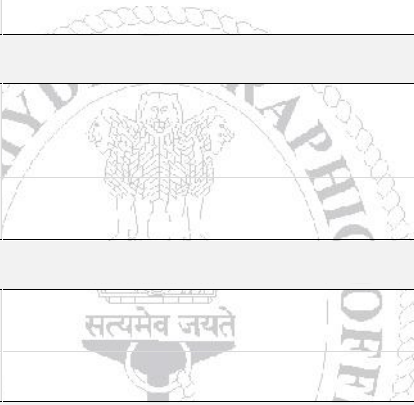
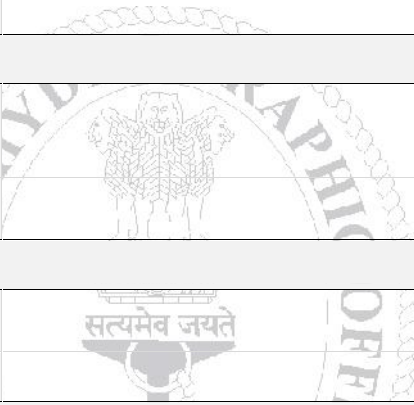
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication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



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

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

7. TUGS (Continued)	
Requesting authority	
Availability timing / Communication	
Hiring charges	
8. BERTHING AND WHARVES	
Type & Number of berths available	
Length	
Depth alongside	
Facilities available	
Procedure for requesting berth & hiring charges	
9. CARGO HANDLING	
Containers	
Lighters & Ro-Ro etc.	
10. CRANES	
Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach	
Container handling facilities	
11. BRIDGES	
Vertical clearance	
12. REPAIRS	
Hull machinery and underwater	
Ship and Boat yards	
Docking or Slipway facilities (Size/ Dimensions of vessels handled)	
Hards and Ramps	
Divers / Diving assistance	
13. SERVICES	
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	

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

To accompany Indian Notice to Mariners 147/15

Chart 41 (INT 757)

Submarine Exercise Area

Submarine exercise frequently, both surfaced and dived, in this area. A good lookout is to be kept for them when passing through these waters.

To accompany Indian Notice to Mariners 147/15

Chart 472 (INT 7032)

Submarine Exercise Area

Submarine exercise frequently, both surfaced and dived, in this area. A good lookout is to be kept for them when passing through these waters.

To accompany Indian Notice to Mariners 147/15

Chart 406

Submarine Exercise Area

Submarine exercise frequently, both surfaced and dived, in this area. A good lookout is to be kept for them when passing through these waters.



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC