



# INDIAN NOTICES TO MARINERS



EDITION NO. 18 DATED 16 SEP 2019

(CONTAINS NOTICES 212 TO 215)

REACH US 24 x 7



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

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INSIST ON INDIAN CHARTS AND  
PUBLICATIONS

Original, Authentic and Up-to-Date



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## II

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

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

**Chief Hydrographer  
to the Government of India**

### **WARNING AGAINST USE OF COUNTERFEIT PRODUCTS**

**All mariners are cautioned against the use of counterfeit copies of IN Charts and publications. Navigational Charts produced after 31 Oct 14 carry NHO crest as watermark on the reverse with backslip. Chart Agent's stamp is mandatory on all Charts.**

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

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

### III

## **EXPLANATORY NOTES**

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

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

## IV

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

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

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

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

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

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

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

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

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

1. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>219</b>	<b>TELLICHERRY TO TANUR NAGARAM</b>	<b>1,50,000</b>	<b>New Edition</b>
<b>257</b>	<b>MALVAN TO COONDAPOOR</b>	<b>3,00,000</b>	<b>New Edition</b>
<b>273</b>	<b>KADMAT ISLAND TO IHAVANDIFFULU ATOLL</b>	<b>5,00,000</b>	<b>New Edition</b>
<b>2527</b>	<b>MAURITIUS</b>	<b>1,25,000</b>	<b>New Chart</b>
<b>4137</b>	<b>PORT CORNWALLIS</b>	<b>25,000</b>	<b>New Chart</b>

### Availability of ENC'S

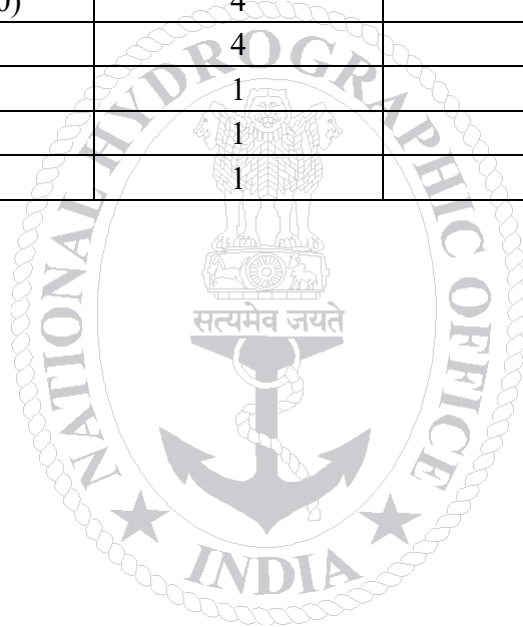
The complete folios of Official Indian ENC'S are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC'S through the worldwide network of their agents and distributors. Updates are also made available as per the existing policy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

<p><b>United Kingdom Hydrographic Office</b> Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Web site: <a href="http://www.hydro.gov.uk">www.hydro.gov.uk</a></p>	<p><b>C-MAP Norway AS</b> Nyaskaiveien 2, 4379 Egersund, Norway Ph: +47 51 464700, +91 2262233326 Mob: +91 9820238542 Fax: +47 51 464701, +91 2267939504 Email: <a href="mailto:enc@c-map.com">enc@c-map.com</a>, <a href="mailto:info@c-map.co.no">info@c-map.co.no</a> Website: <a href="http://www.c-map.com">www.c-map.com</a></p>
<p><b>M/s Primar</b> Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: <a href="mailto:data@ecc.no">data@ecc.no</a> Website: - <a href="http://www.primar.org">www.primar.org</a></p>	<p><b>M/s IIC Technologies Limited</b> B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad - 500 034 Telangana Tel:+91 4039144444 Fax: +91 4039144455 Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a> Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></p>

**SECTION – I**

The list of charts affected by the Notices 212 to 215 contained in this edition is as follows:-

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
22 (INT 752)	3	212
32 (INT 754)	5	212
219	4	212
220	4	213, 214
227	1	215
258 (INT 7348)	4	212
259 (INT 7356)	4	212, 213, 214
272	4	212
2004 (INT 7359)	4	214
2029 (INT 7358)	4	214
2045 (INT 7360)	4	214
2053	4	212
2061	1	215
2099	1	215
2598	1	215



**SECTION – II****PERMANENT NOTICES****\*212 (18/19) INDIA – WEST COAST – Sacrifice Rock to Beypore – Legend.**

Source: NHO, Dehradun.

**Chart 22 (INT 752) [previous update 204/19]**

Substitute legend “Kozhikode (Calicut)” for “Calicut”, centered on: 11° 16′·00N., 75° 51′·00E.

**Chart 32 (INT 754) [previous update 055/19]**

Substitute legend “Kozhikode (Calicut)” for “Calicut”, centered on: 11° 16′·00N., 75° 52′·20E.

**Chart 272 [previous update 185/19]**

Substitute legend “Kozhikode (Calicut)” for “Calicut”, centered on: 11° 15′·30N., 75° 48′·05E.

**Chart 258 (INT 7348) [previous update 185/19]**

Substitute legend “Kozhikode (Calicut)” for “Calicut”, centered on: 11° 15′·50N., 75° 47′·65E.

legend “Kozhikode” for “Calicut”, centered on: 12° 57′·15N., 75° 34′·10E.

**Chart 259 (INT 7356) [previous update 185/19]**

Substitute legend “Kozhikode (Calicut)” for “Calicut”, centered on: 11° 14′·70N., 75° 48′·25E.

legend “Kozhikode” for “Calicut”, centered on: 11° 05′·50N., 76° 12′·00E.

**Chart 219 [previous update 185/19]**

Substitute legend “Kozhikode (Calicut)” for “Calicut (Kozhikode)”, centered on: 11° 14′·60N., 75° 48′·00E.

legend “Kozhikode” for “Calicut”, centered on: 11° 26′·80N., 75° 53′·90E.

**Chart 2053 [previous update NC 15 Jun 19]**

Substitute legend “Kozhikode (Calicut)” for “Calicut (Kozhikode)”, centered on: 11° 14′·58N., 75° 46′·60E.

legend “Kozhikode” for “Calicut”, centered on: 11° 27′·02N., 75° 45′·45E.

**\*213 (18/19) INDIA – WEST COAST – Tanur Nagaram to Manakkodam – Legend.**

Source: NHO, Dehradun.

**Chart 259 (INT 7356) [previous update 212/19]**

Insert legend “SUBMARINE EXERCISE AREA (see Note)”, centered on: 10° 53′·42N., 75° 40′·39E.

**Chart 220 [previous update 199/19]**


Insert legend “Submarine Exercise Area (see Note)”, centered on: 10° 53′·42N., 75° 40′·39E.




**\*214 (18/19) INDIA – WEST COAST – Port of Kochi – Firing Practice Area, Legend and Accompanying Note.**

Source: NHO, Dehradun.

**Chart 259 (INT 7356) [previous update 213/19]**

Insert limit of firing practice area, , joining: 09° 57'·70N., 76° 14'·15E.  
 09° 57'·50N., 75° 59'·50E.  
 09° 42'·50N., 76° 09'·50E.  
 09° 43'·90N., 76° 17'·13E.


**Chart 220 [previous update 213/19]**

Insert limit of firing practice area, , joining: 09° 57'·70N., 76° 14'·15E.  
 09° 57'·50N., 75° 59'·50E.  
 09° 42'·50N., 76° 09'·50E.  
 09° 43'·90N., 76° 17'·13E.


**Chart 2029 (INT 7358) [previous update 199/19]**

Insert limit of firing practice area, , joining: 09° 57'·70N., 76° 14'·15E.  
 09° 57'·50N., 75° 59'·50E.  
 09° 43'·90N., 76° 08'·56E. (S Border)  
 09° 43'·90N., 76° 17'·14E. (S Border)

**Chart 2004 (INT 7359) [previous update 153/19]**

Insert limit of firing practice area, , joining: 09° 57'·70N., 76° 14'·15E.  
 09° 57'·60N., 76° 04'·60E. (W Border)  
 09° 53'·80N., 76° 04'·60E. (SW Border)  
 09° 53'·80N., 76° 15'·40E. (S Border)  
 legend “Firing Practice Area (see Note)”, centered on: 09° 55'·62N., 76° 11'·20E.  
 accompanying note, centered on: 09° 58'·65N., 76° 17'·32E.

**Chart 2045 (INT 7360) [previous update 139/19]**

Insert limit of firing practice area, , joining: 09° 57'·70N., 76° 14'·15E.  
 09° 57'·68N., 76° 13'·53E. (W Border)  
 09° 56'·40N., 76° 13'·53E. (SW Border)  
 09° 56'·40N., 76° 14'·63E. (S Border)  
 legend “Firing Practice Area (see Note)”, centered on: 09° 56'·93N., 76° 13'·80E.  
 accompanying note, centered on: 09° 57'·93N., 76° 17'·28E.



**\*215 (18/19) INDIAN OCEAN – MALDIVES – Male' Atoll – Beacons and Light-Beacons.**

Source: BA Notice 4402/19.

**Chart 227** [previous update 140/18]

Insert		Fl.R.2s	04° 22'·27N., 73° 38'·23E.
			04° 15'·85N., 73° 30'·96E.
			04° 12'·05N., 73° 29'·01E.

**Chart 2061** [previous update 140/18]

Insert		Fl.R.2s	04° 22'·37N., 73° 39'·23E.
			04° 15'·95N., 73° 31'·96E.
			04° 12'·15N., 73° 30'·01E.

**Chart 2598** [previous update NC 15 Oct 17]

Insert		Fl.R.2s	04° 22'·37N., 73° 39'·23E.
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**Chart 2099** [previous update 073/19]

Insert			04° 15'·95N., 73° 31'·96E.
			04° 12'·15N., 73° 30'·01E.



**SECTION – III**

**TEMPORARY AND PRELIMINARY NOTICES**

NIL



## SECTION – IV

### MARINE INFORMATION

#### 1. NAVTEX TRANSMISSION

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

Mauritius (Cassis) - Operational

Seychelles (Mahe) - Operational

Following new Navtex stations along the Indian coast have commenced operations:-

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

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

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

#### 3. DISPLAY ANOMALIES IN ECDIS

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

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

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

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

The Director General Shipping has established Safety fairways, recommended routes and traffic separation scheme (TSS) in restricted Indian waters including the offshore development area to enhance safety of navigation. The details of coordinates for the above have been published in the fortnightly Indian Notices to Mariners Edition No 07 of 2018(01<sup>st</sup>April 2018).

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

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

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

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

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

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

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

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

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

#### 7. **CAUTIONARY NOTE**

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

#### 8. **ADVISORY FOR ALL VESSELS NAVIGATING INDIAN WATERS**

(a) All vessels navigating in Indian waters are cautioned to keep a sharp look-out for fishing vessels and small crafts, as there have been several incidents of collisions with such vessels in the past resulting in loss of innocent lives as well as damage to property.

(b) It is further cautioned that all vessels need to exercise extreme care while navigating during hours of darkness as such vessels are generally of primitive built (wood/fibre/etc) due to which it may not be detected on ship's radar, especially during adverse weather conditions. Also, such vessels may not be properly lit, or sometimes, only one vessel may be lit among multiple vessels in a cluster.

(c) The general areas of concern on the west coast of India are the areas of convergence and divergence of traffic, mainly between Mangalore to Kanyakumari (Cape Comorin). Further, in these areas, additional caution needs to be exercised and wide berth be given to all such vessels.

(d) All fishing vessels are also cautioned to avoid fishing in areas having high density traffic. All fishing vessels are also required to always maintain proper lookout by sight, hearing and by all available means and comply with all applicable provisions of Collision Regulations.



### List of Indian Chart Agents

<p><b>OSA Books and Periodicals</b> R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a></p>	<p><b>M/s VDO Marine Insrtuments</b> Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow &amp; Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: <a href="mailto:atmain@md4.vsnl.net.in">atmain@md4.vsnl.net.in</a></p>
<p><b>M/s Global Charts &amp; Nav. Aids Pvt. Limited</b> 1A, Goa Mansion, Ground Floor, 58, Dr. SunderlalBahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: <a href="mailto:sales@globalcharts.in">sales@globalcharts.in</a> Web: <a href="http://www.globalcharts.com.sg">www.globalcharts.com.sg</a></p>	<p><b>SMS Marine Private Ltd</b> 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> , <a href="mailto:raj.chakravorty@smsmap.com">raj.chakravorty@smsmap.com</a> Web: <a href="http://www.smsmaps.co.in">www.smsmaps.co.in</a></p>
<p><b>M/s C &amp; C Marine Combine</b> 25 Bank Street, 1<sup>st</sup> Floor, Fort Mumbai - 400 023 Tel: 91-22- 22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: <a href="mailto:vijay@ccmarine.in">vijay@ccmarine.in</a>, <a href="mailto:sales@ccmarine.in">sales@ccmarine.in</a></p>	<p><b>M/s Global Marine Infratech Pvt. Ltd.</b> SikshaSandan, Ground Floor, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +91-9337477799, 7077702499 Email: <a href="mailto:tusarkantha@gmiindia.in">tusarkantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a></p>
<p><b>M/s JM Maritime Services</b> 24/24C Kavarana Building, Ground Floor, WadiBunder, P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> , <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a></p>	<p><b>L. R. Marine Services</b> 301, 3rd Floor, Biry House, 265, PerinNariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-66359148 Cell No: +91 8108926880/ +91 98214 60258 Email: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a>, <a href="mailto:lrmarine@live.com">lrmarine@live.com</a></p>
<p><b>M/s Lift o Marine</b> Allen’s Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: <a href="mailto:sankar@liftomarine.org">sankar@liftomarine.org</a>, <a href="mailto:liftomarine77@gmail.com">liftomarine77@gmail.com</a> Web: <a href="http://www.liftomarine.org">www.liftomarine.org</a></p>	<p><b>IIC Technologies Limited</b> 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a> <a href="mailto:sanjeev.sharma@iictechnologies.com">sanjeev.sharma@iictechnologies.com</a> Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></p>
<p><b>M/s Zenith Surveys (I) Pvt. Ltd.</b> Lakhani’sPlam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: <a href="mailto:zenithsurveys703@gmail.com">zenithsurveys703@gmail.com</a> <a href="mailto:nyvmane@yahoo.com">nyvmane@yahoo.com</a> Web: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a></p>	

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

1. For details of NAVAREA limits and organisation/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2016.

2. NAVAREA VIII Warnings in force as on 15 Sep 19:-

**2018 SERIES** – 758

**2019 SERIES** – 024 088 199 287 289 368 369 392 479 523 549 553 570 586 591 616 621 634 645  
647 654 655 659 669 671 673 674 675 676 677 678 680 681 682

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

<p><b>657. South Central Bay of Bengal.</b> Chart IN 33 (INT 755). SLFV Surathalee 4 reported adrift 11-50N 083-59E at 310430 UTC Aug 19. 2. Cancel this MSG 030430 UTC Sep 19.</p>
<p><b>658. India West Coast – off Kochi.</b> Charts IN 220 221 259 (INT 7356). Firing by CG Ship scheduled on 03 Sep 19 from 0530 to 0830 UTC in danger area bounded by 09-56N 075-16E, 09-39N 075-28E, 09-29N 075-11E, 09-46N 075-00E. Wide berth from area advised. 2. Cancel this MSG 030930 UTC Sep 19.</p>
<p><b>659. India West Coast – New Mangalore Port.</b> Chart IN 2002 INT 7351. Dredger Tridevi Prem reported sunk 12-56.35N 074-46.2E. Wide berth advised.</p>
<p><b>660. India West Coast – Okha.</b> Charts IN 271 2068 INT 7319. Firing by Naval Coast Battery scheduled on 07 Sep 19 from 0430 to 0730 UTC in danger sector extending upto 12 NM within bearing 300 to 020 from 22-28.75N 069-04.05E. Wide berth from area advised. 2. Cancel this MSG 070830 UTC Sep 19.</p>
<p><b>661. Cancel NAVAREA VIII MSG 555/19, 572, 614 and this MSG. INTM 202/19, 205 refers.</b></p>
<p><b>662. India East Coast.</b> Chart IN 3025 INT 7397. Porto Novo (11-30N 079-46E) LT and Navtex transmitter off.</p>
<p><b>663. SW Arabian Sea.</b> Chart IN 22 INT 752. SLFV Ruhunu Kumari 4 reported adrift 08-00N 069-36E at 051230 UTC Sep 19. 2. Cancel this MSG 081230 UTC Sep 19.</p>
<p><b>664. SW Arabian Sea.</b> Chart IN 22 INT 752. SLFV Lanka Matha 1 reported adrift 06-21N 069-11E at 060240 UTC Sep 19. 2. Cancel this MSG 090240 UTC Sep 19.</p>
<p><b>665. India East Coast.</b> Chart IN 3025 INT 7397. Porto Novo (11-30N 079-46E) Navtex transmitter off. 2. Cancel NAVAREA VIII MSG 662/19.</p>
<p><b>666. Navarea VIII warnings in force as on 06 Sep 2019:-</b> <b><u>2018 Series</u></b> – 758 <b><u>2019 Series</u></b> – 024 088 199 287 289 368 369 392 479 523 549 553 570 586 591 616 621 634 645 647 650 651 652 653 654 655 659 660 663 664 665 (A) NAVAREA VIII warnings less than 42 days promulgated via Safetynet. (B) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a> 2. Cancel this MSG 131830 UTC Sep 19.</p>
<p><b>667. Central Bay of Bengal.</b> Chart IN 391 INT 754. SLFV Mirasa Duwa1 reported adrift 12-54N 083-54E at 060730 UTC Sep 19. 2. Cancel this MSG 090730 UTC Sep 19.</p>
<p><b>668. Cancel NAVAREA VIII MSG 665/19 and this MSG.</b></p>
<p><b>669. Bay of Bengal – off Chittagong.</b> Charts IN 31 INT 756. Firing by Bangladesh Air Force scheduled daily from 15 to 30 Sep 19 from 0200 to 1130 UTC in danger area bounded within 21-30.05N to 21-55N and 091-27.83E to 091-47.82E. 2. Cancel this MSG 301230 UTC Sep 19.</p>
<p><b>670. Andaman Sea – off Cinque I.</b> Charts IN 405 473 4030 INT 7440. Firing by Naval Ships scheduled on 13 Sep 19 from 0230 to 0430 UTC in danger area bounded by 11-15N 092-31E, 11-14N 092-45E, 11-10N 092-45E, 11-07N 092-32E. 2. Cancel this MSG 130530 UTC Sep 19.</p>
<p><b>671. India East Coast – off Balasore.</b> Charts IN 31 351 352 3017 3031 INT 756. Experimental Flight Trial scheduled from ITR on 16, 18, 19, 20, 23, 24 Sep 19 from 0430 to 0630 and 0830 to 1030 UTC in danger area bounded by 21-12.59N 086-46.14E, 20-05.31N 087-20.85E, 21-02.54N 088-22.29E, 21-35.58N 087-10.69E. 2. Cancel this MSG 241130 UTC Sep 19.</p>



<p><b>672. India East Coast – Nagapattinam.</b> Charts IN 3007 INT 7397. DGPS (10-46N 79-51E) off on 12 Sep 19 from 0030 to 1230 UTC.</p> <p>2. Cancel this MSG 121230 UTC Sep 19.</p>
<p><b>673. Lakshadweep Sea – off Cape Comorin.</b> Chart IN 32 INT 754. SLFV Yamuna reported adrift 06-01N 077-14E at 120530 UTC Sep 19.</p> <p>2. Cancel this MSG 150530 UTC Sep 19.</p>
<p><b>674. India East Coast – off Chennai.</b> Charts IN 356 391 INT 7400. Firing by CG Aircraft scheduled on 17, 18, 19 Sep 19 from 0130 to 1130 UTC in danger area bounded within 12-49N to 12-59N and 080-46E to 081-26E. Wide berth from area advised.</p> <p>2. Cancel this MSG 191230 UTC Sep 19.</p>
<p><b>675. Andaman Sea – off Cinque I.</b> Charts IN 41 473 INT 7031. Firing by Naval Ships scheduled from 180430 to 181530 UTC and 190030 to 191530 UTC Sep 19 in danger area bounded within 10-44N to 11-24N and 093-29E to 094-09E. Wide berth from area advised.</p> <p>2. Cancel this MSG 191630 UTC Sep 19.</p>
<p><b>676. Andaman Sea – off Cinque I.</b> Charts IN 41 473 INT 7031. Firing practice scheduled on 17, 18, 24, 25 Sep 19 from 0430 to 0930 UTC in danger area bounded within 11-00N to 11-15N and 092-50E to 094-00E. Wide berth from area advised.</p> <p>2. Cancel this MSG 251030 UTC Sep 19.</p>
<p><b>677. India East Coast – Vishakhapatnam.</b> Charts IN 3002 308 INT 7409. Firing by Naval Coast Battery scheduled on 18 Sep 19 from 0001 to 0130 UTC in danger sector extending upto 17 NM between bearing 070 and 130 from 17-42N 083-18E.</p> <p>2. Cancel this MSG 180230 UTC Sep 19.</p>
<p><b>678. North Indian Ocean.</b> Chart INT 71. Capsized Fishing Boat reported adrift 08-38.5S 076-12.83E at 130540 UTC Sep 19.</p> <p>2. Cancel this MSG 160540 UTC Sep 19.</p>
<p><b>679. India West Coast – off Mumbai to Okha.</b> Chart 291 292 INT 7021. SV Fugro Mapper progressing survey at 19-27.3N 070-52.18E, 19-42.63N 070-51.07E, 19-23.98N 070-68.01E, 18-55.88N 072-18.31E, 18-17.26N 072-19.49E, 18-31.95N 072-15.23E, 19-15.42N 071-24.72E, 19-07.5N 071-25.98E, 19-10.07N 071-46.56E, 19-25.12N 071-23.35E 22-18.98N 068-54.68E, 22-18.16N 068-54.81E, 21-36.77N 068-26.19E, 21-37.06N 068-25.7E. Wide berth requested.</p> <p>2. Cancel this MSG 151830 UTC Oct 19.</p>
<p><b>680. India West Coast – off Trivandrum.</b> Charts IN 222 223 260 INT 752. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 18 Sep 19 from 0530 to 0730 UTC.</p> <p>2. Danger sector:-</p> <p>(A) Radius of 05 NM from launcher between azimuth 190 and 300.</p> <p>(B) Radii of 45 and 75 NM from launcher between azimuth 220 and 260.</p> <p>3. Wide berth from area advised.</p> <p>4. Cancel this MSG 180830 UTC Sep 19.</p>
<p><b>681. NAVAREA VIII warnings in force as on 13 Sep 2019:-</b></p> <p><b>2018 Series</b> – 758</p> <p><b>2019 Series</b> – 024 088 199 287 289 368 369 392 479 523 549 553 570 586 591 616 621 634 645 647 654 655 659 669 671 673 674 675 676 677 678 679 680</p> <p>(A) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet.</p> <p>(B) Text of NAVAREA VIII warnings in force including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a></p> <p>2. Cancel this MSG 201830 UTC Sep 19.</p>
<p><b>682. India West Coast – off Mumbai to Okha.</b> Chart 291 292 INT 7021. SV Fugro Mapper progressing survey from 16 Sep 19 at 19-27.3N 070-52.18E, 19-42.63N 070-51.07E, 19-23.98N 070-58.01E, 18-55.88N 072-18.31E, 18-17.26N 072-19.49E, 18-31.95N 072-15.23E, 19-15.42N 071-24.72E, 19-07.5N 071-25.98E, 19-10.07N 071-46.56E, 19-25.12N 071-23.35E 22-18.98N 068-54.68E, 22-18.16N 068-54.81E, 21-36.77N 068-26.19E, 21-37.06N 068-25.7E. Wide berth requested.</p> <p>2. Cancel NAVAREA VIII MSG 679 and this MSG 151830 UTC Oct 19.</p>

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

**West coast of India Pilot (INP-1)**  
**Chapter - 5 (Page 213)**

*Article 5.144, para 2, line 1-3, replace text by:*

2        **Anchorage** may be obtained abreast the town about 2¼ miles WSW of the above flagstaff in a depth of about 9m, mud.

**Chapter - 8 (Page 300)**

*Article 8.48, para 2, insert after line 8:*

Valsad Khadi Light (white tower, red bands, 45m in height) (20°37'.78N, 72°53'.22E).

**Chapter - 8 (Page 301)**

*Article 8.52, para 10, line 1-2, replace text by:*

10        Valsad Khadi Light (white tower, red bands, 45m in height) (20°37'.78N, 72°53'.22E).

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

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
<b>D7671</b>	- Khowr-e-Deyreh. Ldg Lts 045°. Front. A *	29 01.45 N 50 48.41 E *	Oc W 2s *	.. *	8 *	White pile beacon *	ec 0.75 *
<b>D7671.1</b>	- - - Rear. 0.9M from front. B *	29 02.14 N 50 49.11 E *	Fl W 4s *	.. *	8 *	White pile beacon *	Fl 1.5 *
<b>F0480</b>	- <b>Valsad Khadi.</b> Auranga River. S Entrance Point *	20 37.78 N 72 53.22 E *	Fl(4)W 20s *	45 *	<b>20</b> *	White tower. red bands 45 *	
<b>F1193.8</b>	Remove from list; deleted						
<b>F1674.5</b>	<b>Tanjung Piai</b> - *	01 15.52 N 103 30.57 E ..	Fl W 3s Racon	15 ..	<b>16</b> ..	Round concrete tower On piles ..	ILRS Vol 2 Station 79960 *

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

**INP 31(1), 2014**

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

NIL

**INP 31(2), 2014**

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

NIL

**NP 31(5), 2017**

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

NIL

**INP 31(6), 2018**

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

NIL

## SECTION – IX

### REPORTING OF NAVIGATIONAL DANGERS

#### Appeal to all Mariners

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

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

#### Instructions for filling up IH 102

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

#### Position Reporting

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

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

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

#### Depth Reporting

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

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

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

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

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

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

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

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

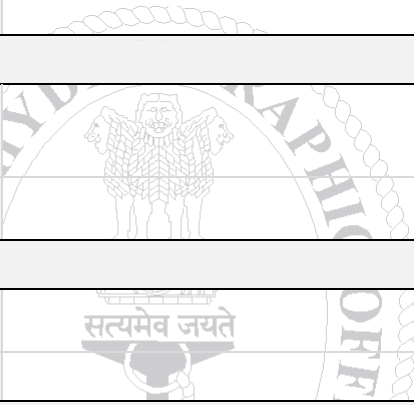



<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object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



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

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

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

*To accompany Indian Notice to Mariners 214/19*

*Chart 2004 (INT 7359)*

FIRING PRACTICE AREA

Firing Practices take place in this area. For details see Notices to Mariners Special Edition No. 9.

*To accompany Indian Notice to Mariners 214/19*

*Chart 2045 (INT 7360)*

FIRING PRACTICE AREA

Firing Practices take place in this area. For details see Notices to Mariners Special Edition No. 9.



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

**Email: [mrcc-west@indiancoastguard.nic.in](mailto:mrcc-west@indiancoastguard.nic.in)**

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

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

**AFTN: VABBYXYC**