



# INDIAN NOTICES TO MARINERS



EDITION NO. 11 DATED 01 JUN 2014

(CONTAINS NOTICES 105 TO 111)

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## CONTENTS

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

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

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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.**

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

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

### III

## **EXPLANATORY NOTES**

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

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

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

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

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

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

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

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

**Radio Navigational Warnings.**

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

## IV

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

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

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

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

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

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

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

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

## NEWLY PUBLISHED INDIAN CHARTS, ENCs 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 &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
4012	30-04-2014	<b>PORT BLAIR – INNER HARBOUR</b> <b>Limits</b> 11° 40'.05N; 92° 42'.25E. 11° 41'.80N; 92° 45'.10E.	5,000	6	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>
4012	30-06-2007	<b>PORT BLAIR – INNER HARBOUR</b>	4012	30-04-2014

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>
IN52079M	2079	<b>APPROACHES TO MUNDRA PORT</b>	15-05-2014

4. The Indian Electronic Navigational Chart that is permanently withdrawn is as follows:-

<i>ENC Cell No</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN52079A	2079	<b>APPROACHES TO MUNDRA PORT</b>	11-03-2011

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2100 (INT 7344)	<b>APPROACHES TO PORT PIPAVAV</b>	50,000	New Chart
	<b>PORT PIPAVAV</b>	10,000	
2509	<b>ASSUMPTION ISLAND</b>	12,500	New Chart
2045 (INT 7360)	<b>PORT OF KOCHI</b>	7,500	New Chart
2011	<b>APPROACHES TO JAIGARH AND ANGRE PORT</b>	25,000	New Chart
4161	<b>CAR NICOBAR ISLAND</b>	25,000	New Chart
2023	<b>KAVARATTI ISLAND; KILTAN ISLAND</b>	25,000	New Chart

## VI

### Availability of ENC's.

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

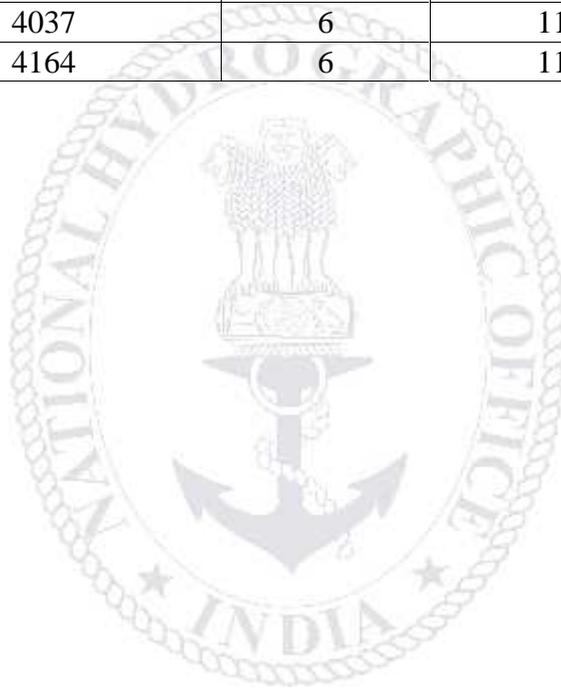
United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: <a href="mailto:helpdesk@ukho.gov.uk">helpdesk@ukho.gov.uk</a> Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>	JEPPESEN MARINE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



**SECTION – I**

The list of charts affected by the notices 105 to 111 contained in this edition are as follows:

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
32 (INT 754)	5	109
33	5	109
207	2	108
254 (INT 7331)	2	108
357 (INT 7397)	5	109
2017	2	105
2080	2	105
2082	2	107
2086	1	111
2102	2	106
2110	2	107
4037	6	110
4164	6	110



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

**\*105/(11/14) INDIA – WEST COAST – Gulf of Kachchh – Navlakhi and Approaches – Pile.**

Source: IH – 102 INS Sutlej.

**Chart 2080** [previous update 086/14]

Insert ● (ru) 22° 52'·23N., 70° 21'·24E.

**Chart 2017** [previous update 086/14]

Insert ● (ru) 22° 52'·23N., 70° 21'·24E.

**\*106/(11/14) INDIA – WEST COAST – Bhavnagar Port – Legend.**

Source: IH – 102 INS Sutlej.

**Chart 2102** [previous update 090/14]

Substitute Oza Wharf, for, Akwada Wharf 21° 45'·73N., 72° 13'·78E.

Akwada Wharf, for, Oza Wharf 21° 45'·54N., 72° 13'·90E.

**\*107/(11/14) INDIA – WEST COAST – Dahej Harbour – Jetty. Lights. Conspicuous Object. Restricted Area. Legend.**

Source: Petronet LNG Ltd.

**Chart 2110** [previous update NC 28 Feb 2014]

Insert accompanying block showing Jetty, depths, centered on: 21° 40'·10N., 72° 31'·10E.

jetty, firm line, joining: 21° 39'·73N., 72° 33'·6 7E. (Shore)

(a) 21° 39'·71N., 72° 33'·73E.

21° 39'·66N., 72° 33'·76E.

21° 39'·67N., 72° 33'·77E.

(b) 21° 39'·63N., 72° 33'·79E.

21° 39'·65N., 72° 33'·82E.

legend, “ABG Jetty”, along: (a) - (b) above

**Chart 2082** [previous update 092/14]

Insert jetty, firm line, joining: (a) 21° 40'·23N., 72° 30'·65E.

21° 40'·19N., 72° 30'·65E.

21° 40'·15N., 72° 30'·61E.

21° 40'·10N., 72° 30'·61E.

21° 40'·07N., 72° 30'·65E.

(b) 21° 40'·02N., 72° 30'·65E.

and

21° 40'·12N., 72° 30'·61E.

21° 40'·36N., 72° 31'·92E. (Shore)

and

21° 39'·70N., 72° 33'·68E. (Shore)

(c) 21° 39'·68N., 72° 33'·74E.

21° 39'·63N., 72° 33'·77E.

21° 39'·64N., 72° 33'·78E.

(d) 21° 39'·60N., 72° 33'·80E.

21° 39'·62N., 72° 33'·83E.

**\*107/(11/14) INDIA – WEST COAST – Dahej Harbour – Jetty. Lights. Conspicuous Object. Restricted Area. Legend. Continued.**

	legend, “Petronet LNG (South)”, along:	(a) - (b) above
	legend, “ABG Jetty”, along:	(c) - (d) above
	clockwise circular limit of restricted area ,TTTTTTT, of radius 200 meters centered on 21° 39′·86N., 72° 30′·83E, joining:	(e) 21° 39′·77N., 72° 30′·77E.
		(f) 21° 39′·77N., 72° 30′·90E.
	clockwise circular limit of restricted area ,TTTTTTT, of radius 200 meters centered on 21° 39′·68N., 72° 30′·83E, joining:	(f) – (e) above
	 FIY4s	21° 40′·02N., 72° 30′·65E.
		21° 40′·23N., 72° 30′·65E.
	 FIY4s TB 2	21° 39′·86N., 72° 30′·83E.
	 FIY4s TB 1	21° 39′·68N., 72° 30′·83E.
	 SS Storm	21° 40′·14N., 72° 30′·75E.
Substitute	Petronet LNG (North), for, Petronet LNG	21° 40′·37N., 72° 30′·57E.
Delete	pecked line, joining:	21° 40′·45N., 72° 30′·91E. (Shore)
		21° 40′·29N., 72° 31′·13E.
		21° 40′·29N., 72° 30′·53E.
		21° 40′·03N., 72° 30′·54E.
		21° 40′·03N., 72° 30′·76E.
		21° 39′·65N., 72° 30′·76E.
		21° 39′·65N., 72° 30′·88E.
		21° 40′·03N., 72° 30′·87E.
		21° 40′·19N., 72° 31′·13E.
		21° 40′·32N., 72° 31′·92E. (Shore)
	legend, “Being reclaimed (2013)”, Centered on:	21° 40′·15N., 72° 30′·75E.

**\*108/(11/14) INDIA – WEST COAST – Pipavav – South – South eastwards – Wreck Buoy.**

Source: DLL Jamnagar.

**Chart 254 (INT 7331)** [previous update 095/14]

Move	 Q(9)15s	from:	20° 37′·86N., 71° 38′·40E.
	to:		20° 37′·97N., 71° 38′·21E.

**Chart 207** [previous update 095/14]

Move	 Q(9)15s	from:	20° 37′·86N., 71° 38′·07E.
	to:		20° 38′·00N., 71° 38′·20E.

**\*109/(11/14) INDIA – EAST COAST – Point Calimere to Chennai – Light.**

Source: DLL Chennai.

**Chart 32 (INT 754)** [previous update 088/13]Insert  Fl(3)20s20M 12° 16′·53N., 80° 00′·66E.**Chart 33** [previous update 197/13]Insert  Fl(3)20s20M 12° 16′·53N., 80° 00′·66E.**Chart 357 (INT 7397)** [previous update 043/14]Insert  Fl(3)20s36m20M 12° 16′·53N., 80° 00′·66E.**\*110/(11/14) INDIA – ANDAMAN SEA – Nicobar Island – Tarasa Dwip – Buoy.**

Source: IH – 102 INS Investigator.

**Chart 4037** [previous update 044/13]Delete  08° 18′·57N., 93° 08′·33E.**Chart 4164** [previous update NC 30 Nov 2012]Delete  08° 18′·69N., 93° 08′·12E.**\*111/(11/14) INDIAN OCEAN – Mauritius – Approaches to Port Louis – Buoys. Wreck. Legend.**

Source: Hydrographic Unit Mauritius.

**Chart 2086** [previous update 140/13]

Insert legend, “(disused)”, at Martello Tower, at: 20° 10′·08S., 57° 28′·32E.

**Chart 2086 (PLAN)** [previous update 140/13]Insert  20° 09′·59S., 57° 29′·91E.

20° 09′·03S., 57° 29′·17E.

20° 09′·07S., 57° 29′·15E.

20° 09′·02S., 57° 29′·10E.

20° 08′·98S., 57° 29′·11E.

20° 08′·98S., 57° 29′·04E.

20° 08′·93S., 57° 29′·05E.

20° 09′·90S., 57° 28′·59E.

20° 08′·96S., 57° 28′·71E.



Obstm

legend, “(disused)”, at Martello Tower, at:

20° 10′·08S., 57° 28′·32E.

Delete  20° 09′·62S., 57° 29′·99E.

20° 09′·59S., 57° 29′·95E.

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

- NIL -



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

### 1. **NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

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

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

(Source - NAVAREA VIII Warning 100/12)

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

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

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

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

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

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

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

(a) Safety Fairways: An area within which permits are not granted for the erection of oil or gas related structures. The use of a safety fairway is not usually mandatory, but is recommended. Safety fairways have been promulgated in and round offshore development area in Arabian Sea up to the Exclusive Economic

Zone (EEZ) due to increased weather related marine accidents and dense traffic. These are mandatory for all Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

(b) Recommended routes have been established along the coast of Gujarat. These are to assist mariners to navigate safely in order to represent the best routes for crossing traffic and to minimize head-on encounters in vicinity of Oilfield Development Areas and regulate coastal traffic. Mariners are advised to keep 1 to 2 miles starboard of the shown routes consistent with Rules of the Road.

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

## **5. WORLD-WIDE NAVIGATIONAL WARNING SERVICE SECOND SURVEY TO ASSESS THE QUALITY OF MSI SERVICES**

The International Hydrographic Organization's World-Wide Navigational Warning Service (WWNWS) is conducting a survey concerning the quality of Maritime Safety Information broadcast via SAFETYNET and NAVTEX to identify measures to improve service. It provides an opportunity to comment on the quality of the content and reception of Navigational Warnings provided by each NAVAREA coordinator. Please visit <http://www.needtopopulatethis.com> to complete the short survey. The World Meteorological Organization offers a similar survey regarding the World-Wide Meteorological Information and warning service available at: <http://www.jcomm.info/mmms2014>. Your participation is greatly appreciated and valued.

## **6. 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.

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

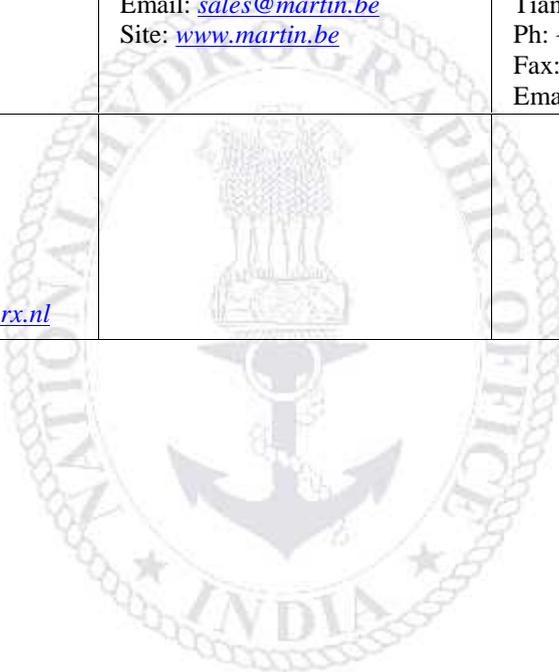
The use of Thuraya, Iridium and other such satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act. It is intimated to all shipping companies/ shipping agents that use of Thuraya/ Iridium and other such satellite phones are banned in Indian waters and 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 Thuarya, 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.

### Distribution of Indian Paper Charts and Nautical Publications

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

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

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

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

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

**2013 SERIES** – 035 160 197 228 320 335 343 374 428 430 451 473 493 506 540 547 662 665 672  
714

**2014 SERIES** – 058 079 089 111 119 123 129 151 153 154 187 192 194 208 211 213 221 224 225  
233 241 242 252 253 257 270 275 284 295 297 298 304 308 310 311 313 314 317 318 320  
321 322 323 324 325 326

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

<b>299.</b>	<b>Cancel NAVAREA VIII 287/14 and this MSG.</b> Section VII of INM edition 03/14 refers.																																	
<b>300.</b>	<b>Cancel NAVAREA VIII 303/13 and this MSG Andaman Sea – East Island.</b>																																	
<b>301.</b>	<p><b>NAVAREA VIII – Messages in force as on 161003 UTC May 14:</b></p> <p><b><u>2013 SERIES</u></b> – 012 035 160 197 228 320 335 343 374 428 430 451 473 493 506 540 547 626 662 665 672 712 714</p> <p><b><u>2014 SERIES</u></b> – 058 079 089 098 111 119 123 129 135 151 153 154 187 192 194 208 211 213 221 223 224 225 233 241 242 243 247 252 253 257 258 261 262 270 275 278 284 289 290 293 294 295 297 298 299 300</p> <p>(a) Navarea VIII warnings less than 42 days old (194/14 onward) are promulgated via SafetyNET. (b) Text of NAVAREA VIII warnings in force including those which are no longer being broadcast are available on website <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a> (c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.</p> <p>2. Cancel this MSG 231003 UTC May 14.</p>																																	
<b>302.</b>	<p><b>India West Coast – off Navadra.</b> Charts 21 204 252 291 292 INT 71 INT 705. Orange coloured pick up buoy (1 metres height and 0.5 metres diameter) of one floating hose string connected to SPM (21-56.01n 069-09.87e) reported adrift.</p> <p>2. Caution advised. 3. Cancel this MSG 221001 UTC May 14.</p>																																	
<b>303.</b>	<b>Cancel NAVAREA VIII 012/13, 626/13, 223/14, 278/14 and this MSG.</b>																																	
<b>304.</b>	<p><b>Cancel NAVAREA VIII 712/13. India West Coast – Gulf of Khambhat.</b> Charts 21 207 254 292 INT 705 INT 706. Following reported on Narmada channel buoy:</p> <table border="1"> <thead> <tr> <th><u>Buoy name</u></th> <th colspan="2"><u>Re-laid Position</u></th> </tr> </thead> <tbody> <tr> <td>No. 1</td> <td>20-35.60N</td> <td>071-56.30E</td> </tr> <tr> <td>No. 2</td> <td>20-36.60N</td> <td>071-58.45E</td> </tr> <tr> <td>No. 3</td> <td>20-40.60N</td> <td>071-59.00E</td> </tr> <tr> <td>No. 4</td> <td>20-44.50N</td> <td>072-02.50E</td> </tr> <tr> <td>No. 5</td> <td>20-47.90N</td> <td>072-07.25E</td> </tr> <tr> <td>No. 6</td> <td>20-52.68N</td> <td>072-06.38E</td> </tr> <tr> <td>No.7</td> <td>20-57.70N</td> <td>072-07.85E</td> </tr> <tr> <td>No. 8</td> <td>20-59.50N</td> <td>072-06.70E</td> </tr> <tr> <td>No. 9</td> <td>21-02.50N</td> <td>072-09.20E</td> </tr> <tr> <td>Sultanpur</td> <td>21-16.20N</td> <td>072-11.65E</td> </tr> </tbody> </table> <p>2. All buoys are lit.</p>	<u>Buoy name</u>	<u>Re-laid Position</u>		No. 1	20-35.60N	071-56.30E	No. 2	20-36.60N	071-58.45E	No. 3	20-40.60N	071-59.00E	No. 4	20-44.50N	072-02.50E	No. 5	20-47.90N	072-07.25E	No. 6	20-52.68N	072-06.38E	No.7	20-57.70N	072-07.85E	No. 8	20-59.50N	072-06.70E	No. 9	21-02.50N	072-09.20E	Sultanpur	21-16.20N	072-11.65E
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Sultanpur	21-16.20N	072-11.65E																																
<b>305.</b>	<p><b>India East Coast – off Chennai.</b> Charts 31 32 33 356 391 INT 706. Firing practice by Coast Guard aircraft between 0230 to 1130 UTC daily from 22-30 May 14. Danger area bounded by:</p> <p>(a) 13-30N 082-00E (b) 14-30N 082-00E (c) 14-30N 082-40E (d) 13-30N 082-40E</p> <p>2. Safe flying height 2000 metres and above MSL. 3. Cancel this MSG 301230 UTC May 14.</p>																																	

<b>306.</b>	<b>India West Coast – Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list at 201002 UTC May 14:																																																																																																			
	<table> <tbody> <tr><td>ABAN III</td><td>18-45.65N</td><td>072-19.21E</td></tr> <tr><td>ABAN IV</td><td>19-31.81N</td><td>071-25.03E</td></tr> <tr><td>ABAN ICE</td><td>18-49.82N</td><td>070-55.98E</td></tr> <tr><td>BADRINATH</td><td>21-36.81N</td><td>068-35.17E</td></tr> <tr><td>CE THROTON</td><td>18-30.06N</td><td>072-15.95E</td></tr> <tr><td>DEEP SEA FORTUNE</td><td>19-22.29N</td><td>071-03.62E</td></tr> <tr><td>DEEP SEA FOSSIL</td><td>19-18.20N</td><td>071-30.65E</td></tr> <tr><td>DISCOVERY-1</td><td>18-38.20N</td><td>071-00.93E</td></tr> <tr><td>DYNAMIC VISION</td><td>18-39.23N</td><td>070-58.86E</td></tr> <tr><td>ENERGY DRILLER</td><td>18-53.26N</td><td>071-28.70E</td></tr> <tr><td>FG MC CLINTOK</td><td>18-34.11N</td><td>072-13.45E</td></tr> <tr><td>GREAT DRILLER CHAAYA</td><td>19-28.77N</td><td>071-25.13E</td></tr> <tr><td>GREATDRILL CHITRA</td><td>19-34.15N</td><td>071-07.97E</td></tr> <tr><td>GREATDRILL CHETNA</td><td>20-08.20N</td><td>071-44.59E</td></tr> <tr><td>HARVEY H WARD</td><td>18-35.77N</td><td>072-12.80E</td></tr> <tr><td>JINDAL STAR</td><td>18-36.12N</td><td>071-01.59E</td></tr> <tr><td>JT ANGEL</td><td>23-01.00N</td><td>068-39.97E</td></tr> <tr><td>KEDARNATH</td><td>21-02.47N</td><td>072-05.09E</td></tr> <tr><td>NOBLE ED HOLT</td><td>19-36.62N</td><td>071-22.90E</td></tr> <tr><td>NOBLE KENNETH DELANEY</td><td>18-39.66N</td><td>072-13.33E</td></tr> <tr><td>RON TAPMEYER</td><td>19-07.74N</td><td>072-02.61E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-37.52N</td><td>071-23.17E</td></tr> <tr><td>SAGAR SHAKTI</td><td>19-13.89N</td><td>072-08.37E</td></tr> <tr><td>SAGAR JYOTI</td><td>19-04.16N</td><td>072-05.24E</td></tr> <tr><td>SAGAR KIRAN</td><td>19-21.07N</td><td>071-10.91E</td></tr> <tr><td>SAGAR LAXMI</td><td>20-58.00N</td><td>071-33.00E</td></tr> <tr><td>SAGAR PRAGATI</td><td>20-55.76N</td><td>071-31.60E</td></tr> <tr><td>SAGAR UDAY</td><td>19-06.32N</td><td>071-22.21E</td></tr> <tr><td>SUNDOWNER V</td><td>19-32.20N</td><td>071-17.80E</td></tr> <tr><td>SUNDOWNER VII</td><td>18-43.45N</td><td>072-20.31E</td></tr> <tr><td>TRIDENT II</td><td>19-10.61N</td><td>070-57.70E</td></tr> <tr><td>TRIDENT XII</td><td>19-07.35N</td><td>072-06.45E</td></tr> <tr><td>VICTORY DRILLER</td><td>19-18.81N</td><td>071-25.05E</td></tr> </tbody> </table>	ABAN III	18-45.65N	072-19.21E	ABAN IV	19-31.81N	071-25.03E	ABAN ICE	18-49.82N	070-55.98E	BADRINATH	21-36.81N	068-35.17E	CE THROTON	18-30.06N	072-15.95E	DEEP SEA FORTUNE	19-22.29N	071-03.62E	DEEP SEA FOSSIL	19-18.20N	071-30.65E	DISCOVERY-1	18-38.20N	071-00.93E	DYNAMIC VISION	18-39.23N	070-58.86E	ENERGY DRILLER	18-53.26N	071-28.70E	FG MC CLINTOK	18-34.11N	072-13.45E	GREAT DRILLER CHAAYA	19-28.77N	071-25.13E	GREATDRILL CHITRA	19-34.15N	071-07.97E	GREATDRILL CHETNA	20-08.20N	071-44.59E	HARVEY H WARD	18-35.77N	072-12.80E	JINDAL STAR	18-36.12N	071-01.59E	JT ANGEL	23-01.00N	068-39.97E	KEDARNATH	21-02.47N	072-05.09E	NOBLE ED HOLT	19-36.62N	071-22.90E	NOBLE KENNETH DELANEY	18-39.66N	072-13.33E	RON TAPMEYER	19-07.74N	072-02.61E	SAGAR GAURAV	19-37.52N	071-23.17E	SAGAR SHAKTI	19-13.89N	072-08.37E	SAGAR JYOTI	19-04.16N	072-05.24E	SAGAR KIRAN	19-21.07N	071-10.91E	SAGAR LAXMI	20-58.00N	071-33.00E	SAGAR PRAGATI	20-55.76N	071-31.60E	SAGAR UDAY	19-06.32N	071-22.21E	SUNDOWNER V	19-32.20N	071-17.80E	SUNDOWNER VII	18-43.45N	072-20.31E	TRIDENT II	19-10.61N	070-57.70E	TRIDENT XII	19-07.35N	072-06.45E	VICTORY DRILLER	19-18.81N	071-25.05E
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	wide berth requested.																																																																																																			
2.	Cancel NAVAREA VIII 289/14.																																																																																																			
<b>307.</b>	<b>India West Coast – off Vadinar.</b> Charts 21 203 2060 2068 INT 705. STS lighterage operations shifted from LPO Mumbai to Vadinar. Location of lighterage area at LPO Vadinar within one mile radius of 22-32.0N 069-36.5E.																																																																																																			
2.	All tankers at LPO Vadinar would maintain VHF watch on channel 12.																																																																																																			
3.	Cancel this MSG.																																																																																																			
<b>308.</b>	<b>India West Coast – off Mumbai.</b> Charts 21 22 211 2015 2016 INT 71 INT 705. Sunk rock light (18-53.39N 072-49.95E) and dolphin rock light (18-54.85N 072-50.16E) reported unlit.																																																																																																			
2.	Caution advised.																																																																																																			
<b>309.</b>	<b>Bay of Bengal – Andaman Sea.</b> Charts 33 41 473 INT 71 INT 73 INT 706. Firing practice by Naval ships from 250400 to 250900 UTC and 260100 to 260500 UTC May 14 in area bounded by:																																																																																																			
	<table> <tbody> <tr> <td>(a)</td> <td>11-40N</td> <td>093-35E</td> <td>(b)</td> <td>11-40N</td> <td>094-05E</td> </tr> <tr> <td>(c)</td> <td>11-20N</td> <td>094-05E</td> <td>(d)</td> <td>11-20N</td> <td>093-35E</td> </tr> </tbody> </table>	(a)	11-40N	093-35E	(b)	11-40N	094-05E	(c)	11-20N	094-05E	(d)	11-20N	093-35E																																																																																							
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2.	Safe flying height 2000 metres.																																																																																																			
3.	Cancel this MSG 260600 UTC May 14.																																																																																																			
<b>310.</b>	<b>Cancel NAVAREA VIII 307/14. India West Coast – off Vadinar.</b> Charts 21 203 2060 2068 INT 705. STS lighterage operations shifted from LPO Mumbai to Vadinar. Location of lighterage area at LPO Vadinar within one mile radius of 22-32.0N 069-36.5E.																																																																																																			
2.	All tankers at LPO Vadinar would maintain VHF watch on channel 12.																																																																																																			
<b>311.</b>	<b>India West Coast – off Navibandar.</b> Charts 21 205 253 271 292 INT 705. Craft of approx 50 metres length reported sunk in position 20-56.22N 069-33.83E near recommended route.																																																																																																			
2.	Caution advised.																																																																																																			
<b>312.</b>	<b>Cancel NAVAREA VIII 098/14 and this MSG. INM 059/14 refers.</b>																																																																																																			

<p><b>313. India East Coast – Bay of Bengal.</b> Charts 31 351 3017 INT 71 INT 706. Dynamic trial of artillery rocket launch scheduled from PXE between 0500 to 0830 UTC daily on 29, 30 May and 02 Jun 14 in area bounded by:</p> <table> <tr> <td>(a)</td> <td>21-24.10N</td> <td>086-58.41E</td> <td>(b)</td> <td>21-08.07N</td> <td>087-35.11E</td> </tr> <tr> <td>(c)</td> <td>20-57.35N</td> <td>087-27.01E</td> <td>(d)</td> <td>20-49.86N</td> <td>087-15.48E</td> </tr> </table> <p>2. Caution advised. 3. Cancel this MSG 020930 UTC Jun 14.</p>	(a)	21-24.10N	086-58.41E	(b)	21-08.07N	087-35.11E	(c)	20-57.35N	087-27.01E	(d)	20-49.86N	087-15.48E																		
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(c)	20-57.35N	087-27.01E	(d)	20-49.86N	087-15.48E																									
<p><b>314. India East Coast – Bay of Bengal.</b> Charts 32 33 356 INT 71 INT 706. Naval aircraft firing practice will be carried out between 0230 to 1130 UTC from 01 to 07 Jun and 15 to 21 Jun 14.</p> <p>2. Danger zone 15 NM radius around 13-50N 081-40E. 3. Safe flying height 3100 metres. 4. Cancel this MSG 211230 UTC Jun 14.</p>																														
<p><b>315. India East Coast – Chennai.</b> Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice will be carried out by Naval Coast Battery between 0530 to 0730 UTC on 30 May 14.</p> <p>2. Danger zone sector of 11 NM radius between 045 and 075 degree from 13-07.02N 080-18.01E. 3. Safe flying height 12800 metres. 4. Cancel this MSG 300830 UTC May 14.</p>																														
<p><b>316. NAVAREA VIII – messages in force as on 231004 UTC May 14:</b> <b>2013 Series</b> – 035 160 197 228 320 335 343 374 428 430 451 473 493 506 540 547 662 665 672 714 <b>2014 Series</b> – 058 079 089 111 119 123 129 151 153 154 187 192 194 208 211 213 221 224 225 233 241 242 243 247 252 253 257 258 262 270 275 284 290 295 297 298 304 305 306 308 309 310 311 313 314 315</p> <p>(a) NAVAREA VIII warnings less than 42 days old (221/14 ONWARD) are promulgated via SafetyNET. (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a> (c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.</p> <p>2. Cancel this MSG 301004 UTC May 14.</p>																														
<p><b>317. India West Coast–Gulf of Khambhat.</b> Charts 21 208 254 292 INT 71 INT 706. Yellow coloured buoy established in position 21-39.26N 072-29.30E.</p> <p>2. Caution advised</p>																														
<p><b>318. India West Coast – Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by naval coast battery</p> <table> <thead> <tr> <th>Date</th> <th>Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>03 JUN 14</td> <td>0900 TO 1200</td> </tr> <tr> <td>06 JUN 14</td> <td>0900 TO 1200 AND 1230 TO 1430</td> </tr> <tr> <td>10 JUN 14</td> <td>0900 TO 1200</td> </tr> <tr> <td>13 JUN 14</td> <td>0900 TO 1200</td> </tr> <tr> <td>17 JUN 14</td> <td>0900 TO 1200</td> </tr> <tr> <td>20 JUN 14</td> <td>0900 TO 1200</td> </tr> <tr> <td>24 JUN 14</td> <td>0900 TO 1200 AND 1230 TO 1430</td> </tr> <tr> <td>27 JUN 14</td> <td>0900 TO 1200</td> </tr> </tbody> </table> <p>2. Danger area bounded by</p> <table> <tr> <td>(a)</td> <td>09-57.5N</td> <td>075-59.5E</td> <td>(b)</td> <td>09-57.7N</td> <td>076-14.2E</td> </tr> <tr> <td>(c)</td> <td>09-44.0N</td> <td>076-17.5E</td> <td>(d)</td> <td>09-42.5N</td> <td>076-09.5E</td> </tr> </table> <p>3. Safe flying height 10000 metres. 4. Cancel this MSG 271300 UTC Jun 14.</p>	Date	Time (UTC)	03 JUN 14	0900 TO 1200	06 JUN 14	0900 TO 1200 AND 1230 TO 1430	10 JUN 14	0900 TO 1200	13 JUN 14	0900 TO 1200	17 JUN 14	0900 TO 1200	20 JUN 14	0900 TO 1200	24 JUN 14	0900 TO 1200 AND 1230 TO 1430	27 JUN 14	0900 TO 1200	(a)	09-57.5N	075-59.5E	(b)	09-57.7N	076-14.2E	(c)	09-44.0N	076-17.5E	(d)	09-42.5N	076-09.5E
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(c)	09-44.0N	076-17.5E	(d)	09-42.5N	076-09.5E																									
<p><b>319. Cancel NAVAREA VIII 258/14 and this MSG.</b> Chank tapu lighthouse lit.</p>																														
<p><b>320. India West Coast – Gulf of Khambhat.</b> CHARTS 21 208 254 292 2044 INT 706. Two unidentified structures approx 10 metres height reported sighted in following positions</p> <table> <tr> <td>(a)</td> <td>21-13.75N</td> <td>072-30.49E</td> <td>(b)</td> <td>21-11.36N</td> <td>072-30.42E</td> </tr> </table> <p>2. Caution advised.</p>	(a)	21-13.75N	072-30.49E	(b)	21-11.36N	072-30.42E																								
(a)	21-13.75N	072-30.49E	(b)	21-11.36N	072-30.42E																									
<p><b>321. India West Coast- Arabian Sea.</b> Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 291001 UTC May 14.</p> <table> <tr> <td>ABAN III</td> <td>18-45.65N</td> <td>072-19.21E</td> </tr> <tr> <td>ABAN IV</td> <td>19-31.81N</td> <td>071-25.03E</td> </tr> <tr> <td>ABAN ICE</td> <td>18-49.82N</td> <td>070-55.98E</td> </tr> <tr> <td>BADRINATH</td> <td>21-36.81N</td> <td>068-35.17E</td> </tr> <tr> <td>CE THRONTON</td> <td>18-30.06N</td> <td>072-15.95E</td> </tr> <tr> <td>DEEP SEA FORTUNE</td> <td>19-22.29N</td> <td>071-03.62E</td> </tr> <tr> <td>DISCOVERY-1</td> <td>18-38.20N</td> <td>071-00.93E</td> </tr> </table>	ABAN III	18-45.65N	072-19.21E	ABAN IV	19-31.81N	071-25.03E	ABAN ICE	18-49.82N	070-55.98E	BADRINATH	21-36.81N	068-35.17E	CE THRONTON	18-30.06N	072-15.95E	DEEP SEA FORTUNE	19-22.29N	071-03.62E	DISCOVERY-1	18-38.20N	071-00.93E									
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<b>321. Continued.</b>		
DYNAMIC VISION	18-39.23N	070-58.86E
ENERGY DRILLER	18-53.26N	071-28.70E
FG MC CLINTOK	18-34.11N	072-13.45E
GREAT DRILLER CHAAYA	19-28.77N	071-25.13E
GREATDRILL CHITRA	19-34.15N	071-07.97E
GREATDRILL CHETNA	20-11.03N	071-17.33E
HARVEY H WARD	18-35.77N	072-12.80E
JINDAL STAR	18-36.12N	071-01.59E
JT ANGEL	23-01.00N	068-39.97E
KEDARNATH	21-02.47N	072-05.09E
NOBLE ED HOLT	19-36.62N	071-22.90E
RON TAPMEYER	19-07.74N	072-02.61E
SAGAR GAURAV	19-37.52N	071-23.17E
SAGAR SHAKTI	19-13.89N	072-08.37E
SAGAR JYOTI	19-04.16N	072-05.24E
SAGAR KIRAN	19-21.07N	071-10.91E
SAGAR LAXMI	20-58.00N	071-33.00E
SAGAR PRAGATI	20-55.76N	071-31.60E
SAGAR UDAY	19-06.32N	071-22.21E
SUNDOWNER V	19-32.20N	071-17.80E
SUNDOWNER VII	18-43.45N	072-20.31E
TRIDENT II	19-10.61N	070-57.70E
TRIDENT XII	19-07.35N	072-06.45E
VICTORY DRILLER	19-18.81N	071-25.05E
wide berth requested.		
2.	Cancel NAVAREA VIII 306/14.	
<b>322. India East Coast – Visakhapatnam.</b>	Charts 31 32 308 354 391 3002 INT 706. Seaward firing practice by naval coast battery from 0001 to 0300 UTC on 05 Jun 14.	
2.	Danger zone sector of 15 NM radius between 070 degree and 130 degree from position 17-42N 083-18E	
3.	Safe flying height 13000 metres.	
4.	Cancel this MSG 050400 UTC Jun 14.	
<b>323. India East Coast – off Visakhapatnam.</b>	Charts 31 32 354 391 3002 3012 INT 71 INT 706. An autonomous ambient noise measurement system deployed by national institute of ocean technology for shallow water ambient noise measurements till 31 Jul 14 in position 17-38.50N 083-16.50E.	
2.	Caution advised.	
3.	Cancel this MSG on 010001 UTC Aug 14.	
<b>324. India East Coast – Bay of Bengal.</b>	Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 301002 UTC May 14:	
ABAN II	15-01.03N	080-10.12E
ACTINIA	16-26.83N	082-21.29E
DEEP SEA MATDRILL	16-33.83N	082-19.90E
DSR DHIRUBHAI DEEPWATER KG-1	16-30.19N	082-38.50E
DSR DHIRUBHAI DEEPWATER KG-2	16-30.70N	082-33.60E
PLATINUM EXPLORER	19-38.90N	088-10.50E
GSF-140	16-27.12N	082-28.43E
HERCULES TRIUMPH	16-28.46N	082-12.60E
HERCULES 208	16-23.93N	082-07.94E
NOBLE DUCHESS	16-29.36N	082-23.88E
SAGAR RATNA	15-17.29N	080-08.50E
D S SAGAR VIJAY	16-19.08N	082-16.00E
GSF EXPLORER	16-05.00N	082-14.01E
SAGAR BHUSHAN	16-33.29N	082-23.76E
wide berth requested.		
2.	Cancel NAVAREA VIII 290/14.	
<b>325. India West Coast – off Navadra.</b>	Charts 21 204 252 291 292 INT 71 INT 705. Orange coloured pick up buoy (1 metres height and 0.5 metres diameter) of one floating hose string connected to SPM (21-56.01N 069-09.87E) reported adrift.	
2.	Caution advised.	
3.	Cancel this MSG 021003 UTC Jun 14.	

**326. NAVAREA VIII – Messages in force as on 301004 UTC May 14:**

**2013 SERIES** – 035 160 197 228 320 335 343 374 428 430 451 473 493 506 540 547 662  
665 672 714

**2014 SERIES** – 058 079 089 111 119 123 129 151 153 154 187 192 194 208 211 213 221  
224 225 233 241 242 252 253 257 262 270 275 284 295 297 298 304 305 308 310 311  
313 314 317 318 320 321 322 323 324 325

(a) NAVAREA VIII warnings less than 42 days old (233/14 onward) are promulgated via SafetyNET.

(b) Text of NAVAREA VIII warnings in force including those which are no longer being broadcast are available on website [www.hydrobharat.nic.in](http://www.hydrobharat.nic.in)

(c) Texts of NAVAREA VIII warnings are also printed in section v of fortnightly editions of Indian Notices to Mariners.

2. Cancel this MSG 061004 UTC Jun 14.



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

Bay of Bengal Pilot (INP-2)  
Chapter –2 (Page 106)  
(Source: DLL, Chennai)

Article 2.48,  
Add new para after para 1,

2 **Kadapakkam Light.** (12° 16'.53N, 80° 00'.66E) is exhibited from a White RCC masonry tower with red spiral bands, 36m in height and 20M in range, near Alam Parai Fort.



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

**INP 31(1), 2014**

(Last correction: Edition No. 09 dated 01 May 2014)

**COAST RADIO STATIONS**

**PAGE 27, MADAGASCAR, ANTSIRANANA (6XC22),**

Delete entry and replace by:

<b>ANTSIRANANA (6XC22)</b>		<b>12° 20'.81S 49° 17'.35E</b>	
MMSI 006472100	DSC MF HF		
NOTES:	1. Located at Antsiranana Harbour Master's Office. 2. Hours of Watch 0500-0900 1100-1300.		

<b>VHF</b>			
	Ch 16		0500-0900 1100-1300

(Source: BA 21/14)

(11/14)

**PAGE 27, MADAGASCAR,**

Insert entry above **TOAMASINA (5RS):**

<b>PORT D'EHOALA</b>		<b>25° 03'.95S 46° 57'.90E</b>	
MMSI 006477300	DSC VHF MF HF		
NOTES:	Located at the Port Control Centre.		

<b>VHF</b>			
	Ch 16		H24

<b>RT (MF)</b>			
	Transmits	Receives	Hours of Watch
	2182	2182	H24

(Source: BA 21/14)

(11/14)

**INP 31(2), 2007**

(Last correction: Edition No. 10 dated 16 May 2014)

**PAGE 29, IRAN (Contd...) Section,**

Insert entry below, **78490 Jazireh-ye Hangam Lt Racon**

**Jazireh-ye Larak Lt Racon**      26°51'.73 N 56°21'.60 E      **78510**  
360°                                      **O**

(Source: BA 21/14)

(11/14)

**INP 31(5), 2011***(Last correction: Edition No. 10 dated 16 May 2014)***PAGE 76, Chapter 05, LIST OF DSC COAST STATIONS FOR INDIAN OCEAN REGION, Sea Area A1: List of VHF DSC Coast Stations:***Insert entry above Malaysia, Peninsular (West Coast):*

<b>Madagascar</b>				
Port d'Ehoala	25°04'.00 S 46°58'.00 E	006477300	NI	Operational ( <i>JRCC Antananarivo</i> )

*(Source: BA 23/14)**(11/14)***PAGE 80, Chapter 05, LIST OF DSC COAST STATIONS FOR INDIAN OCEAN REGION, Sea Area A2: List of MF DSC Coast Stations:***Insert entry above Malaysia, Peninsular (West Coast):*

<b>Madagascar</b>				
Antsiranana	12°20'.81 S 49°17'.35 E	006472100	200	Operational ( <i>JRCC Antananarivo</i> ) (0500-0900 & 1100-1300 UTC)
Port d'Ehoala	25°04'.00 S 46°58'.00 E	006477300	200	Operational ( <i>JRCC Antananarivo</i> )

*(Source: BA 23/14)**(11/14)***PAGE 83, Chapter 05, LIST OF DSC COAST STATIONS FOR INDIAN OCEAN REGION, Sea Area A3/A4: List of HF DSC Coast Stations:***Insert entry above Mauritius:*

<b>Madagascar</b>			
Antsiranana	006472100	4,6,8,12 & 16 MHz	Operational (0500-0900 & 1100-1300 UTC)
Port d'Ehoala	006477300	4,6,8,12 & 16 MHz	Operational

*(Source: BA 23/14)**(11/14)*

**INP 31(6), 2012**

*(Last correction: Edition No. 05 dated 01 Mar 2014)*

**PAGE 102, MALAYSIA, PENINSULAR (West Coast) Section:**

*Insert entry above LANGKAWI, Pulau Langkawi Port,*

**JOHOR PORT (PELABUHAN JOHOR) 01° 26'N 103° 54'E****Pilots and Port****CONTACT DETAILS:****Pilots**

Call: Johor Port Pilot  
VHF Channel: Ch 11

**Port Authority**

Call: Johor Port Control  
VHF Channel: Ch 11  
Telephone: +60(0)7 2512620  
Fax: +60(0)7 2521384  
E-mail: [jpc@johorport.com.my](mailto:jpc@johorport.com.my)  
Website: [www.johorport.com.my](http://www.johorport.com.my)

**PROCEDURE:**

- (1) **Pilotage is compulsory** for vessels over 45m LOA (or over 30m in height) and is available H24.
- (2) **Notice of ETA:** Vessels should send ETA 48h before arrival to the Hr Mr, and 3h before arrival or departure to Johor Port Control.
- (3) Pilotage exemption may be granted to vessels over 45m LOA by application to the Marine Manager, Johor Port Authority.
- (4) **Pilot boards** in the following positions:
  - (a) 01° 18'.90N, 104° 07'.10E.
  - (b) 01° 19'.35N, 104° 15'.63E.

**NOTE:**

Provides pilotage for TANJUNG LANGSAT.

**Traffic Information System**

For details see SINGAPORE, EAST JOHOR STRAIT.

*(Source: ALRS Vol 6 2013-14)*

*(11/14)*

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

### **Appeal to all Mariners**

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

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

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

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

### **Position Reporting**

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

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

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

### **Depth Reporting**

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

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

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

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

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

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

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

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

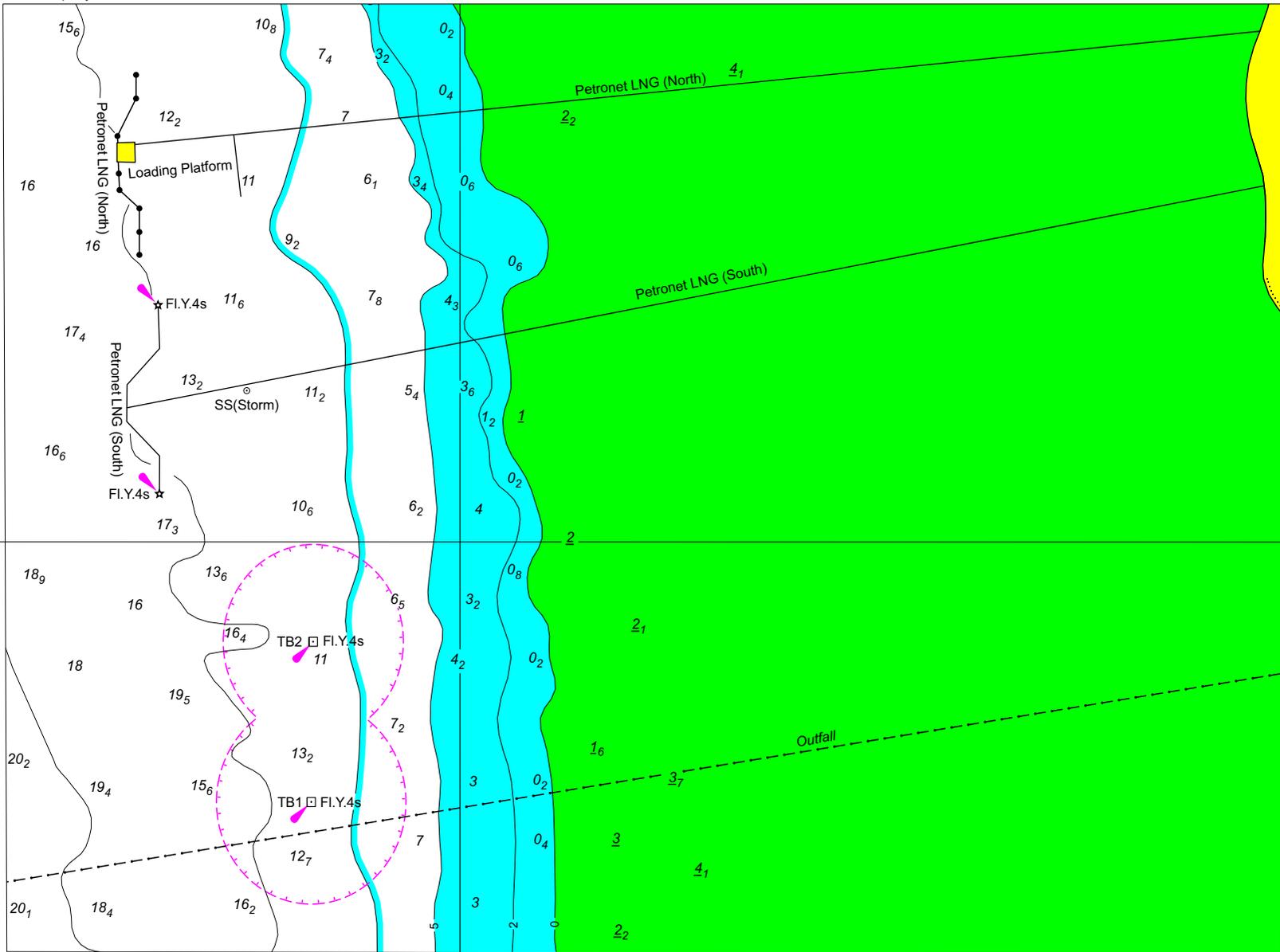


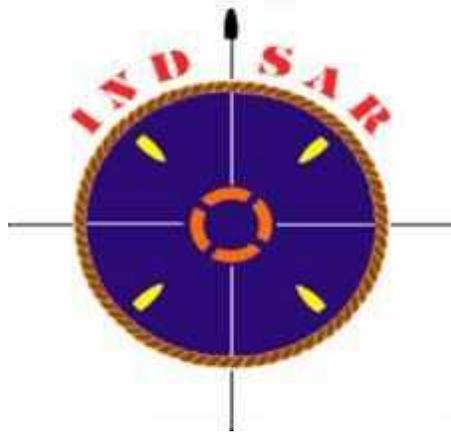
<b>HYDROGRAPHIC NOTE</b>				<b>IH.102 (Revised 2012)</b>	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object 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					

<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>	





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