

INDIAN NOTICES TO MARINERS

EDITION NO. 16 DATED 16 AUG 2014

(CONTAINS NOTICES 146 TO 151)



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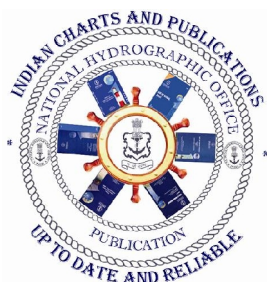
www.hydrobharat.nic.in

CONTENTS

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

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

FEEDBACK: msis-incho-navy@nic.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC_s AND PUBLICATION

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN62014A	2014	MALPE PORT	08-08-2014
IN62118A	2118	AZHIKKAL PORT	08-08-2014
IN64044S	4044	SOUTH MIDDLE STRAIT	06-08-2014
IN64045N	4045	NORTH MIDDLE STRAIT	06-08-2014

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN63028E	3028	PORTS OF ENNORE	11-08-2014
IN63039K	3039	KATTUPALLI PORT	11-08-2014

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN52014M	2014	MALPE	14-10-2004

7. The forthcoming Indian Charts are as follows:-

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

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: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk	JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: enc@jeppesen.com , info@c-map.co.no Website: www.jeppesen.com
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:- data@ecc.no Website: - www.primar.org	



SECTION – I

The list of charts affected by the Notices 146 to 151 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
20	1	151
203 (INT 7319)	2	146
289	1	151
313	5	150
352 (INT 7416)	5	148
2018 (INT 7321)	2	146
2034 (INT 7349)	2	147
2080	2	146
2108	2	147
3001 (INT 7402)	5	150
3028 (INT 7404)	5	149
3039	5	150



SECTION – II

PERMANENT NOTICES

***146/(16/14) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Kandla – Wreck.**

Source: Kandla Port Trust.

Chart 203 (INT 7319) [previous update 087/14]

Insert  PA 22° 50'·15N., 70° 04'·82E.

Chart 2080 [previous update 105/14]

Insert  PA 22° 50'·19N., 70° 04'·81E.

Chart 2018 (INT 7321) [previous update 154/12]

Insert  PA 22° 50'·19N., 70° 04'·81E.

***147/(16/14) INDIA – WEST COAST – Hazira Port – Jetty. Coastline. Legend. Buoys.**

Source: NHO Dehradun.

Chart 2108 [previous update 196/13]

Insert accompanying block showing amendments to Jetty, Legend, centered on: 21° 05'·40N., 72° 37'·82E.

Chart 2034 (INT 7349) [previous update 191/13]

Insert accompanying block showing amendments to Jetty, Coastline, Legend, Buoys, centered on: 21° 05'·18N., 72° 37'·54E.

***148/(16/14) INDIA – EAST COAST – Gopalpur to Paradip – Buoy.**

Source: Paradip Port Trust.

Chart 352 (INT 7416) [previous update 060/14]

Substitute  Mo(U).R.15s SPMI, for  SPMI 20° 04'·70N., 86° 41'·50E.

***149/(16/14) INDIA – EAST COAST – Ports of Ennore – Legend.**

Source: NHO Dehradun.

Chart 3028 (INT 7404) [previous update 142/14]

Insert legend, *Limit of Port of KamarajarPort* (Major), centered on: 13° 13'·23N., 80° 20'·33E
13° 12'·63N., 80° 21'·63E
13° 11'·65N., 80° 21'·79E.

Delete legend, *Port limit of KamarajarPort(Major)*, centered on: 13° 13'·26N., 80° 20'·33E
13° 12'·63N., 80° 21'·65E
13° 11'·65N., 80° 21'·81E.

***150/(16/14) Miscellaneous updates to charts**

Source: NHO Dehradun.

Chart	Previous Updates	Details
313	142/14	For, <i>Port limit of Kamarajar Port</i> , read as: <i>Limit of Port of KamarajarPort</i> at position 13° 17'·50N., 80° 25'·00E and 13° 12'·40N., 80° 26'·30E.
3001 (INT 7402)	142/14	For, <i>Port limit of Kamarajar Port</i> , read as: <i>Limit of Port of KamarajarPort</i> at position 13° 13'·30N., 80° 26'·45E and 13° 09'·75N., 80° 23'·70E.
3039	142/14	For, <i>Port limit of Kamarajar Port(Major)</i> , read as: <i>Limit of Port of KamarajarPort(Major)</i> , at position 13° 17'·59N., 80° 21'·85E and 13° 17'·59N., 80° 25'·70E.

151/(16/14) Strait of Hormuz to Qatar – Submarine Pipeline.

Source: BA Notice 2783(P)/08.

Chart 20 [previous update 133/14] Everest Datum

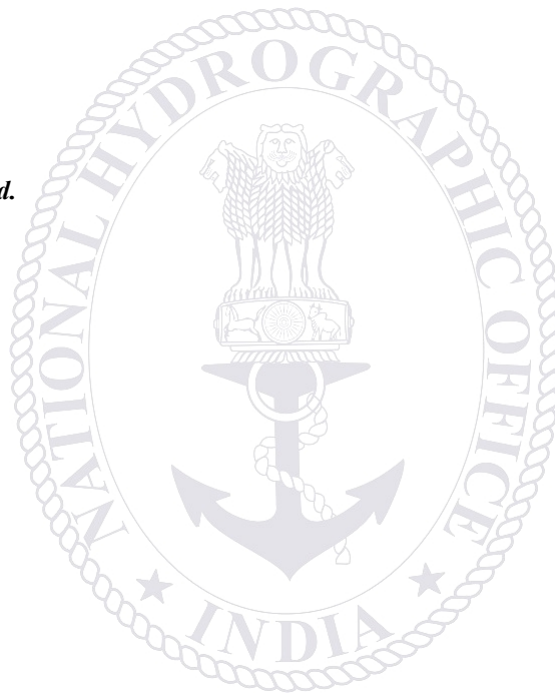
Insert submarine pipeline, —●—●—●—●, joining:

25° 09'·62N., 52° 52'·11E.
 25° 08'·40N., 52° 50'·59E.
 24° 58'·20N., 52° 51'·92E.
 24° 56'·74N., 52° 52'·72E.
 24° 23'·27N., 52° 56'·46E.
 24° 18'·50N., 52° 56'·84E.
 24° 15'·33N., 52° 55'·23E.
 24° 08'·42N., 52° 54'·05E.

Chart 289 [previous update 133/14] Everest Datum

Insert submarine pipeline, —●—●—●—●, joining:

25° 09'·62N., 52° 52'·11E.
 25° 09'·34N., 52° 50'·99E..
 25° 08'·40N., 52° 50'·59E.
 24° 58'·20N., 52° 51'·92E.
 24° 56'·74N., 52° 52'·72E.
 24° 23'·27N., 52° 56'·46E.
 24° 18'·50N., 52° 56'·84E.
 24° 15'·33N., 52° 55'·23E.
 24° 08'·42N., 52° 54'·05E.

Former INM 354(P)/08 cancelled.

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, or icgmrc_mumbai@mtnl.net. Any suspicious activity of skiffs / boats to be photographed if possible. Merchant vessels with armed guards on board are to report presence of guards to Indian Navy/Coast Guard while transiting Indian EEZ.

(Source - NAVAREA VIII Warning 100/12)

3. DISPLAY ANOMALIES IN ECDIS

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

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

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

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

4. SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME

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

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

4.2

Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

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

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

5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

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

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

The use of Thuraya, 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.

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:-

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

List of Indian Chart Agents.

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

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 inforce as on 15 Aug 14:

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

2014 SERIES – 111 119 129 154 192 194 211 221 224 225 233 241 242 252 284 308 310 311 336
337 368 384 397 398 405 406 407 409 410 411 415 417 421 437 438 439 440 441 442 443

3. NAVAREA VIII Warnings issued during the period from 01 Aug to 15 Aug 14 (both dates inclusive) are as tabulated below: –

423. NAVAREA VIII-messages in force as on 011001 UTC Aug 14. 2013 SERIES - 035 160 197 228 343 428 473 493 506 547 662 672 2014 SERIES - 111 119 129 154 192 194 211 221 224 225 233 241 242 252 275 284 308 310 311 336 337 368 384 387 397 398 402 405 406 407 409 410 411 415 417 420 421 422 (a) NAVAREA VIII warnings less than 42 days old (368/14 onward) are promulgated via SafetyNET. (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in (c) Texts of NAVAREA VIII warnings are also printed in section v of fortnightly editions of Indian Notices to Mariners.		
2.	Cancel this MSG 081001 UTC Aug 14.	
424. Indian Ocean – North Eastern Part. Charts INT 71 INT 73 INT 707. Possible piracy activity reported in vicinity 05-00S 088-30E at 010507 UTC Aug 14.		
2.	Caution advised.	
3.	Cancel this MSG 040507 UTC Aug 14.	
425. Indian Ocean Eastern Part. Charts INT 71 INT 73 INT 707. Yellow coloured mooring buoy triton (diameter-1.8 metres, height-2.8 metres) reported adrift in vicinity 02-19.53S 093-06.49E on 03 Aug 14. Drifting rate 077-0.2 kt.		
2.	Caution advised.	
3.	Cancel this MSG 071001 UTC Aug 14.	
426. India West Coast – Gulf of Khambhat. Charts 21 208 259 292 INT 71 INT 705. Piram Island lighthouse (21-35.95N 072-21.15E) unlit.		
427. India East Coast- Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig List Correct at 051100 UTC Aug 14:		
	ABAN II	15-01.03N 080-10.12E
	ACTINIA	16-19.34N 082-14.82E
	DEEP SEA MATDRILL	16-13.32N 081-42.18E
	DSR DHIRUBHAI DEEPWATER KG-1	17-00.49N 082-26.08E NEW
	DSR DHIRUBHAI DEEPWATER KG-2	16-41.90N 082-41.60E
	PLATINUM EXPLORER	19-38.50N 088-10.50E
	GSF-140	16-35.07N 082-27.83E
	HERCULES TRIUMPH	16-28.46N 082-12.60E
	HERCULES 208	16-23.93N 082-07.94E
	NOBLE DUCHESS	16-15.20N 082-10.50E
	SAGAR VIJAY	16-33.72N 082-28.36E
	GSF EXPLORER	19-37.55N 086-25.27E
	SAGAR BHUSHAN	16-33.29N 082-23.76E
	SAGAR RATNA	16-22.04N 081-59.25E
	wide berth requested.	
2.	Cancel NAVAREA VIII 402/14.	
428. Cancel NAVAREA VIII 426/14 and this MSG Piram Island lighthouse lit.		
429. Cancel NAVAREA VIII 387/14 and this MSG (.) INM 139/14 refers.		
430. Indian Ocean – Eastern Part. Charts INT 71 INT 73 INT 707. Yellow coloured mooring buoy Triton (diameter-1.8 metres, height-2.8 metres) reported adrift in vicinity 02-12.91S 093-12.13E ON 07 Aug14 drifting rate 234-0.1 kt		
2.	Caution advised.	

430. Continued.		
3.	Cancel this MSG 111001 UTC Aug 14.	
431. India West Coast – Azhikod.	Charts 22 32 220 259 INT 706. Azhikod DGPS (10-12.19N 076-09.46E) off air.	
432.	Cancel NAVAREA VIII 275/14 and this MSG.	
433. NAVAREA VIII-messages in force as on 081004 UTC Aug 14.		
2013 SERIES	- 035 160 197 228 343 428 473 493 506 547 662 672	
2014 SERIES	- 111 119 129 154 192 194 211 221 224 225 233 241 242 252 284 308 310 311 336 337 368 384 397 398 405 406 407 409 410 411 415 417 421 422 427 430 431 432	
(a)	NAVAREA VIII warnings less than 42 days old (368/14 onward) are promulgated via SafetyNET.	
(b)	Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in.	
(c)	Texts of NAVAREA VIII warnings are also printed in section v of fortnightly editions of Indian Notices to Mariners.	
2.	Cancel this MSG 141004 UTC Aug 14.	
434. Cancel NAVAREA VIII 431/14 and this MSG. Azhikod DGPS on air.		
435. Indian Ocean – Eastern Part.	Charts INT 71 INT 73 INT 707. Yellow coloured mooring buoy triton reported adrift 236-0.1 kt in vicinity 02-20.33S 093-08.12E on 10 Aug 14.	
2.	Caution advised.	
3.	Cancel this MSG 141001 UTC Aug 14.	
436. Indian Ocean – Eastern Part.	Charts INT 71 INT 73 INT 707. Fishing vessel (30 metres length) with steel hull reported on fire and abandoned. Vessel reported adrift in vicinity 09-01S 079-04E at 120900 UTC Aug 14.	
2.	Caution advised.	
3.	Cancel this MSG 151001 UTC Aug 14.	
437. India West Coast – Okha.	Charts 21 202 203 251 271 291 2013 2068 INT 705. Firing by naval coast battery between 0530 to 0730 UTC on 19 Aug 14.	
2.	Danger area from 300 to 020 degree up to 12 NM seaward from 22-28.04N 069-04.99E.	
3.	Safe flying height 13000 metres.	
4.	Cancel this MSG 190830 UTC Aug 14.	
438 India East Coast – off Pondicherry.	Charts 32 357 3003 INT 71 INT 706. FRP fishing boat Hariraman (Regd no – TN/08//PRP/1648) reported sunk in position 11-55.95N 079-56.92E at 281300 UTC Jul 14.	
2.	Caution advised.	
439. Cancel NAVAREA VIII 422/14. India West Coast–Gulf Of Khambhat.	Charts 21 210 254 292 INT 705. Following reported in narmada channel:-	
	(a) Buoy no. 1 and 2 unlit.	
	(b) Buoy no. 6 unlit and drifted to 20-52.6N 072-06.35E.	
2.	Caution advised.	
440. India West Coast – Betul.	Charts 22 214 215 257 293 INT 705. New lighthouse Fl W 15 Sec 88 metres 20 NM established in position 15-08.70N 073-57.50E on trial basis.	
441. Andaman Sea – off Passage Island.	Charts 41 405 406 473 4030 INT 706. Firing practice by naval ships from 160830 to 161230 UTC Aug 14 in area bounded by:	
(a)	11-17N	092-34E
(b)	11-05N	092-34E
(c)	11-05N	092-48E
(d)	11-17N	092-48E
2.	Safe flying height 6000 metres.	
3.	Cancel this MSG 161330 UTC Aug 14.	
442. India East Coast- Bay of Bengal.	Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 141001 UTC Aug 14:	
	ABAN II	15-01.03N 080-10.12E
	ACTINIA	16-19.34N 082-14.82E
	DEEP SEA MATDRILL	16-13.32N 081-42.18E
	DSR DHIRUBHAI DEEPWATER KG-1	17-00.49N 082-26.08E
	DSR DHIRUBHAI DEEPWATER KG-2	16-30.00N 082-33.30E (new)
	PLATINUM EXPLORER	19-38.50N 088-10.50E
	GSF-140	16-35.07N 082-27.83E
	HERCULES TRIUMPH	16-28.46N 082-12.60E
	HERCULES 208	16-23.93N 082-07.94E
	NOBLE DUCHESS	16-15.20N 082-10.50E
	SAGAR VIJAY	16-33.72N 082-28.36E
	GSF EXPLORER	19-37.55N 086-25.27E
	SAGAR BHUSHAN	16-33.29N 082-23.76E

442.	Continued. SAGAR RATNA wide berth requested.	16-22.04N	081-59.25E
2.	Cancel NAVAREA VIII 427/14.		
443.	NAVAREA VIII-messages in force as on 141002 UTC Aug 14. 2013 SERIES - 035 160 197 228 343 428 473 493 506 547 662 672 2014 SERIES - 111 119 129 154 192 194 211 221 224 225 233 241 242 252 284 308 310 311 336 337 368 384 397 398 405 406 407 409 410 411 415 417 421 436 437 438 439 440 441 442 (a) NAVAREA VIII warnings less than 42 days old (368/14 onward) are promulgated via SafetyNET. (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in . (c) Texts of NAVAREA VIII warnings are also printed in section v of fortnightly editions of Indian Notices to Mariners. 2. Cancel this MSG 211002 UTC Aug 14.		



SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

Bay of Bengal Pilot (INP-2)

Chapter –3 (Page 146)

(Source: Paradip Port Trust)

Article 3.31, Para 12

Delete and replace by,

12 The port has three SPMs operated by Indian Oil Corporation Ltd located in the SW approaches to the port.

SPM I - 20°04'.70N, 86°41'.50E





SPM II - 20°04'.99N, 86°43'.56E

SPM III - 20°06'.29N, 86°45'.64E

SPMs are installed with MO(U)R 15s and fitted with winder lights on hose strings. Vessels up to 320 000 dwt, 370 m LOA, 21 m draught can be handled by SPMs.

SECTION – VII

CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6503	- Ldg Lts 252.5° . Front Esparcelado da Polona	25 57.95 S 32 37.45 E	Oc W 8s	20	25	Red  , yellow stripe, on framework tower on dolphin 18	<i>ec 3.5.</i> Vis 2.5° each side of leading line
	----	..	Racon	..	..	..	ILRS Vol 2 Station 74130
	----	..	AIS	..	..	..	MMSI NO 990066010
	*	*	*	*	*	*	*
D6503.1	- - Rear . 1.62 M from front. Miradouro	25 58.44 S 32 35.74 E	Oc W 8s	69	25	Red  , yellow stripe 15	<i>ec 3.5</i> Vis 2.5° each side of leading line. Sync with front. ILRS Vol 2 Station 74100 MMSI NO 990066009
	-----	..	Racon	..	..	..	ILRS Vol 2 Station 74100
	-----	..	AIS	..	..	..	MMSI NO 990066009
	*	*	*	*	*	*	*
D6508	- Canal da Polana. Esparcelado da Catembe. Ldg Lts 239°. Front	25 59.85 S 32 34.72 E	Oc R 4s	11	12	Red  , yellow stripe on dolphin 9	<i>ec 1, lt 3.</i> Vis 20° each side of leading line
	-----	..	AIS	..	..	..	MMSI NO 990066012
	*	*	*	*	*	*	*
D6508.1	- - - - Rear. 1.05 M from front. Catembe	26 00.37 S 32 33.76 E	Oc R 4s	30	12	Red  , yellow stripe 12	Vis 20° each side of leading line
	-----	..	AIS	..	..	..	MMSI NO 990066011
	*	*	*	*	*	*	*
D7091-481	- Pointe au Sel. BGR4 (FR)	21 11-87 S 55 16-33 E	Fl Y 4s	..	..	Yellow x on yellow buoyant beacon	Reported missing (T) 2014
							*
D7091-482	- Saint Leu. BGP6 (FR)	21 11-18 S 55 16-79 E	Fl(4)Y 15s	..	..	Yellow x on yellow buoyant beacon	TE 2014
							*
D7091-484	- - BS6 (FR)	21 10-28 S 55 16-89 E	Fl Y 2-5s	..	..	Yellow x on yellow buoyant beacon	Marks seaward limit of Sanctuary. TE 2014
							*
D7091-485	- - BGP5 (FR)	21 09-93 S 55 16-73 E	Fl Y 4s	..	..	Yellow x on yellow buoyant beacon	TE 2014
							*
D7091-487	- Pointe des Châteaux - Colimaçons. BS5 (FR)	21 09-45 S 55 16-66 E	Fl Y 2-5s	..	..	Yellow x on yellow buoyant beacon	Marks seaward limit of sanctuary. TE 2014
							*
D7091-488	- - BGS (FR)	21 09-27 S 55 16-31 E	Fl(4)Y 15s	..	..	Yellow x on yellow buoyant beacon	Marks seaward limit of sanctuary. TE 2014
							*
D7091-489	- Passe Hermitage - Trois- Bassins. BGP4 (FR)	21 06-90 S 55 14-79 E	Fl Y 4s	..	..	Yellow x on yellow buoyant beacon	TE 2014
							*
D7091-492	- - BGP3 (FR)	21 05-56 S 55 12-77 E	Fl(4)Y 15s	..	..	Yellow x on yellow buoyant beacon	TE 2014
							*
D7091-494	- Saint Gilles - Passe Hermitage. BS2 (FR)	21 05-06 S 55 12-77 E	Fl Y 2-5s	..	..	Yellow x on yellow buoyant beacon	Marks seaward limit of sanctuary. Reported missing (T) 2014
	*						*
D7091-496	- - BGP1 (FR)	21 03-71 S 55 12-51 E	Fl(4)Y 15s	..	..	Yellow x on yellow buoyant beacon	TE 2014
							*
D7091-498	- Cap La Houssaye - Saint Gille. BGR3 (FR)	21 02-37 S 55 12-40 E	Fl Y 4s	..	..	Yellow x on yellow buoyant beacon	Reported missing (T) 2014
	*						*
D7091-499	- - BGR2 (FR)	21 01-08 S 55 12-90 E	Fl(4)Y 15s	..	..	Yellow x on yellow buoyant beacon	TE 2014
							*

7.2

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7091.5	- - BGR1 (FR)	21 00.60 S 55 14.31 E	Fl Y 4s	..	..	Yellow x on yellow buoyant beacon	Entry to the sanctuary in any way is prohibited. TE 2014 *
F1005.04	- <i>SPM I</i>	20 04.70 N 86 41.50 E	Mo(U)R 15s	..	..	..	Ra refl. *
*	*	*	*	*	*	*	*
F1056.4	Cox's Bazar	21 25.95 N 91 58.38 E	Fl W 15s	54	21	Orange dome on framework tower 7	<i>fl 0.7.</i> TE 2014 *
	-	..	Racon	..	..	..	ILRS Vol 2 Station 79330 *
F1160	- Ko Sarani. Mae Nam Ranong Entrance	09 57.72 N 98 35.17 E	Fl W 3s	20	7	White metal framework tower 9	<i>fl 0.3</i> *
F1821	Ramunia Shoals. Tompok Utara. --	01 27.75 N 104 27.03 E ..	Fl(3)W 15s AIS	29 ..	15 ..	White round GRP tower on piled platform ..	MMSI No 005330110 *
K0980.2	- Kuala Enok. No 1 (ID)	00 34.08 S 103 32.12 E	Fl G 4s	13	11	Green Δ on green beacon	<i>fl 1</i> *
*	*	*	*	*	*	*	*
K0980.35	-- No 2. (ID)	00 35.47 S 103 29.50 E	Fl R 3s	13	11	Red \square on red beacon	<i>fl 0.5</i> *
*	*	*	*	*	*	*	*
K0980.8	-- No 5 (ID)	00 31.40 S 103 26.28 E	Fl G 4s	13	11	Green Δ on green beacon	<i>fl 0.5</i> *
*	*	*	*	*	*	*	*

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

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

NIL

INP 31(2), 2007

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

NIL

INP 31(5), 2011

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

NIL

INP 31(6), 2012

(Last correction: Edition No. 15 dated 01 Aug 2014)

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@nic.in, msis-inho-navy@nic.in
Fax No.: +91-135- 2748373
WEB: www.hydrobharat.nic.in

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

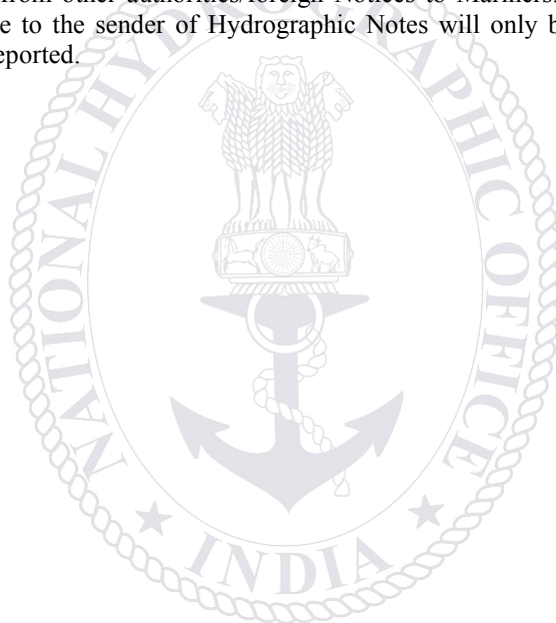
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

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

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

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

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



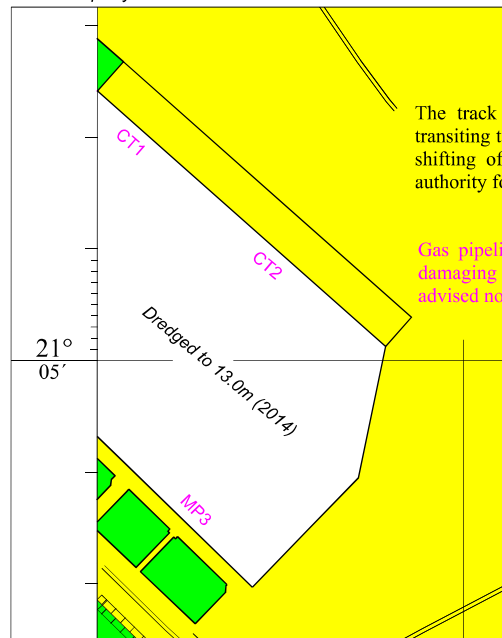
HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes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

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

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

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

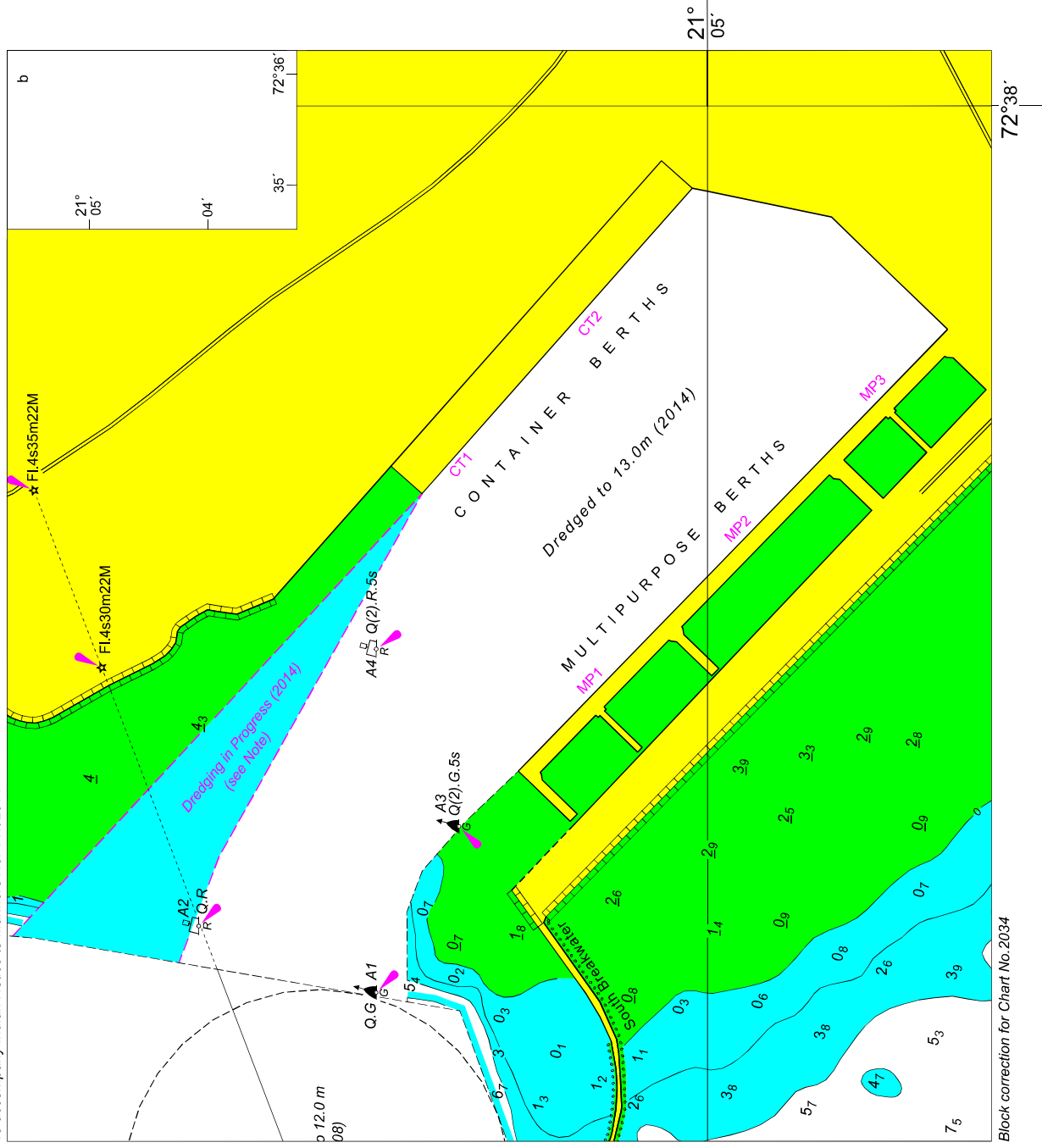
To accompany Indian Notice to Mariners No. 147/2014



Block correction for Chart No.2108

72°38'

To accompany Indian Notice to Mariners No. 147/2014





FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC