



INDIAN NOTICES TO MARINERS

EDITION NO. 22 DATED 16 NOV 2009

(CONTAINS NOTICES 355 TO 368)



REACH US 24 x 7



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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 short comings 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**

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

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For the Indian Ocean Area
INSIST ON INDIAN CHARTS AND
PUBLICATIONS
Original, Authentic and most up-to-date



EXPLANATORY NOTES

Corrections to Charts and Publications. Section I comprises List of Charts affected by the notices contained in this edition. Where as 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 INT 1 (5020).
- (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. These corrections are not inserted on charts before they are issued to the users. 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.

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.

INDIAN CHARTS AND PUBLICATIONS NOW
PUBLISHED AND AVAILABLE

(a) **New Indian Charts.**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2065	15-10-2009	PORT DABHOL <u>Limits</u> 17° 30'.50N; 73° 02'.65E. 17° 35'.75N; 73° 11'.00E.	15,000	3	Rs. 1527.00
3026	15-10-2009	APPROACHES TO VADAREVU AND NIZAMPATNAM BAY <u>Limits</u> 15° 28'.50N; 80° 08'.00E. 15° 54'.50N; 80° 49'.50E.	75,000	5	Rs. 1527.00

(b) **New Edition Indian Chart.**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
4014	15-10-2009	RANGAT BAY TO DILIGENT STRAIT <u>Limits</u> 12° 10'.00N; 92° 50'.00E. 12° 30'.80N; 93° 22'.40E.	60,000	6	Rs. 1527.00

(c) **Indian Charts Permanently Withdrawn.**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
2011	01-03-2008	PLAN – PORT DABHOL <u>Limits</u> 17° 31'.45N; 73° 02'.50E. 17° 38'.00N; 73° 11'.50E.	2065	15-10-2009
3026	15-01-2001	APPROACHES TO VADAREVU AND NIZAMPATNAM BAY	3026	15-10-2009
4014	15-07-2003	RANGAT BAY TO DILIGENT STRAIT	4014	15-10-2009

(d) **Forthcoming Charts.**

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
356 (INT 7400)	CHENNAI TO RAMAYPATNAM	3,00,000	New Edition
2030	SRIVARDHAN AND BANKOT ANCHORAGES	25,000	New Edition
2036	MURUD JANJIRA HARBOUR	25,000	New Edition

(e) **New Edition Electronic Navigational Charts.**

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Date of Publication</i>
IN52058C	2058	CANNANORE AND TELlichERRY ANCHORAGES	30-06-2009
IN42005G	2005	APPROACHES TO GODIA CREEK	15-06-2009

(f) **Electronic Navigational Charts Permanently Withdrawn.**

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Date of Publication</i>
IN52058C	2058	CANNANORE AND TELlichERRY ANCHORAGES	16-04-2001
IN42005G	2005	APPROACHES TO GODIA CREEK	15-04-2006

(g) **Forthcoming Electronic Navigational Charts (ENCs).**

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>
IN52076J	2076	JAWAHARLAL NEHRU PORT AND TROMBAY
IN53025P	3025	PORTO NOVO ANCHORAGE
IN43034A	3034	APPROACHES TO KRISHNAPATNAM
IN63034K	3034	KRISHNAPATNAM PORT

Availability of ENCs.

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

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SECTION – I

The list of charts affected by the Notices 355 to 368 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	368(T)
22 (INT 752)	3	368(T)
23	4	368(T)
32(INT 754)	5	368(T)
41	6	366
212	3	355
214	3	368(T)
215	3	368(T)
221	3	368(T)
253(INT 7328)	2	368(T)
257(INT 7343)	3	368(T)
259(INT 7346)	3	368(T)
260(INT 7362)	3	368(T)
261	4	368(T)
263(INT 7383)	4	368(T)
268(INT 7353)	4	358
288	1	363
289	1	363
290	1	364
292(INT 7021)	2	368(T)
293(INT 7022)	3	368(T)
355(INT 7405)	5	355
2004(INT 7359)	3	361
2013	2	356
2020	3	359,367(P)
2022(INT 7345)	3	359
2027	2	357
2028	3	360
2031	2	356
2045(INT 7360)	3	361
2047	4	358
2060	2	355
2063	4	365
2074	3	360
2077	3	360
2078(INT 7346)	3	359, 367(P)
2092	1	364
3034	5	362
8004	1	364
9001	7	366

SECTION – II
PERMANENT NOTICES

***355/(22/09) Miscellaneous updates to charts**

Source: NHO Dehradun		
Chart	Previous Updates	Details
355 (INT 7405)	179/09	Insert Chart No. 3026 and Magenta limit as follows: North: 15° 54'·50N., East: 80° 49'·50E South: 15° 28'·50N., West: 80° 08'·00E.
		Delete existing Chart No. 3026 and Magenta limit as follows: North: 15° 54'·00N., East: 80° 50'·00E. South: 15° 26'·00N., West: –
212	188/09	Insert Chart No. 2065 and Magenta limit as follows: North: 17° 35'·75N., East: 73° 11'·00E. South: 17° 30'·50N., West: 73° 02'·65E.
		Delete existing Chart No. 2011 (Plan – Port Dabhol) and Magenta limit as follows: North: 17° 38'·00N., East: 73° 11'·50E. South: 17° 31'·45N., West: 73° 02'·50E.
2060	343/09	Refer INM 343/(21/09) Chart 2060 (Plan – Path finder Inlet) Insert “ Anchoring and Trawling prohibited” joining: Read Position: 22° 32'·54N., 69° 39'·00E for 22° 32'·54N., 69° 39'·90E

***356/(22/09) INDIA – WEST COAST – Gulf of Kachchh – Okha Harbour – Water Tower. Lattice Tower.**

Source: INS Investigator ROS A(N) – 251.

(HJ/1131/20)

Chart 2031 [previous update 344/09]

Insert  (65) 22° 28'·05N., 69° 03'·62E
 (55) 22° 24'·87N., 69° 00'·93E

Chart 2013 [previous update 256/09]


Insert  (65) 22° 28'·09N., 69° 03'·61E

***357/(22/09) INDIA – WEST COAST – Gulf of Kachchh – Rozi Anchorage – Anchorage Area. Legend. Port Limit.**


Source: INM 146/08.

(HJ/1131/20)

Chart 2027 [previous update 283/09]

Insert *Limit of anchorage area* ,----  ----, *joining:* (a) 22° 41'·07N., 69° 57'·00E (W Border)
 22° 41'·81N., 69° 58'·31E
 (b) 22° 40'·07N., 69° 58'·31E
 (c) 22° 39'·35N., 69° 57'·00E (W Border)

legend, “*CRUDE VESSELS*”, centred on: 22° 40'·50N., 69° 57'·50E

limit of anchorage area ,----  ----, *joining:* (c) above
 (b) above
 22° 39'·02N., 69° 58'·31E
 22° 38'·28N., 69° 57'·00E (W Border)

Legend, “*PRODUCT VESSELS*”, centred on: 22° 39'·20N., 69° 57'·60E

port limit,-----, *joining:* (a) above
 (d) 22° 43'·00N., 70° 00'·43E (N Border)

Legend, *Limit of port of Kandla*, along: (a) – (d) above

***358/(22/09) INDIA – LAKSHADWEEP – Plans in Lakshadweep – Kadmat Island – Wreck.**


Source: MRCC(MB).

(HJ/1030/17)

Chart 268 (INT 7353) [previous update 529/08]Insert  PA 11° 13'·30N., 72° 45'·55E.**Chart 2047 (Plan – Kadmat Island) [previous update 127/09]**Insert  PA (a) 11° 13'·30N., 72° 45'·55E.Delete  depth, 07 (a) above***359(22/09) INDIA – WEST COAST – Port of Mormugao – Anchorage Area. Legend.**

Source: Mormugao Port Trust.

(HJ/1030/56)

Chart 2078 (INT 7346) [previous update 189/09]Insert Anchorage area  joining: 15° 27'·50N., 73° 46'·00E.

15° 25'·30N., 73° 46'·00E.

15° 25'·10N., 73° 44'·95E.

15° 26'·20N., 73° 44'·60E.

(a) 15° 26'·10N., 73° 44'·10E.

(b) 15° 27'·50N., 73° 44'·10E.

Legend, “Anchorage A
(Waiting Area)” ,centered on: 15° 26'·50N., 73° 45'·00E.Anchorage area  joining: 15° 27'·50N., 73° 43'·75E.(W Border)

(b) above

(a) above

15° 25'·00N., 73° 44'·30E.


15° 25'·00N., 73° 43'·75E.(W Border)

Legend, “Anchorage B”, centered on: 15° 26'·20N., 73° 43'·90E.

Delete  15° 25'·28N., 73° 45'·27E.

Amend Dolphin No. to, MD– 1 15° 24'·59N., 73° 48'·52E.

Dolphin No. to, MD– 3 15° 24'·88N., 73° 48'·28E.

Chart 2020 [previous update 037/09]Insert Anchorage area  joining: 15° 27'·50N., 73° 46'·00E.

15° 25'·30N., 73° 46'·00E.

15° 25'·10N., 73° 44'·95E.








15° 26'·20N., 73° 44'·60E.

(a) 15° 26'·10N., 73° 44'·10E.

(b) 15° 27'·50N., 73° 44'·10E.

Legend, “Anchorage A
(Waiting Area)” ,centered on: 15° 26'·70N., 73° 45'·00E.

***359(22/09) INDIA – WEST COAST – Port of Mormugao – Anchorage Area. Legend.Continue.**

Insert	Anchorage area  , joining:	(b) above (c) 15° 27'·50N., 73° 42'·50E. (d) 15° 25'·00N., 73° 42'·50E. 15° 25'·00N., 73° 44'·30E. (a) above
	Legend, “Anchorage B”, centered on:	15° 26'·50N., 73° 43'·30E.
	Anchorage area  , joining:	15° 27'·50N., 73° 42'·00E.(W Border) (c) above (d) above 15° 25'·00N., 73° 42'·00E.(W Border)
	Legend, “Anchorage C Deep Draft Vessels”, centered on:	15° 26'·10N., 73° 42'·20E.
Delete		15° 25'·28N., 73° 45'·27E.
Amend	Dolphin No. to, MD– 1 Dolphin No. to, MD– 3	15° 24'·59N., 73° 48'·52E. 15° 24'·88N., 73° 48'·28E.
Chart 2022 (INT 7345) [previous update 213/09]		
Insert	Anchorage area  , joining:	15° 27'·56N., 73° 45'·96E. 15° 25'·36N., 73° 45'·96E. 15° 25'·16N., 73° 44'·91E. 15° 26'·26N., 73° 44'·56E. (a) 15° 26'·16N., 73° 44'·06E. (b) 15° 27'·56N., 73° 44'·06E.
	Legend, “Anchorage A (Waiting Area)”, centered on:	15° 26'·50N., 73° 45'·00E.
	Anchorage area  , joining:	(b) above (c) 15° 27'·56N., 73° 42'·46E. (d) 15° 25'·06N., 73° 42'·46E. 15° 25'·06N., 73° 44'·26E. (a) above
	Legend, “Anchorage B”, centered on:	15° 26'·70N., 73° 43'·50E.
	Anchorage area  , joining:	(c) above (d) above 15° 25'·06N., 73° 40'·96E. 15° 27'·56N., 73° 40'·96E.
	Legend, “Anchorage C Deep Draft Vessels”, centered on:	15° 26'·20N., 73° 41'·70E.
Delete		15° 25'·34N., 73° 45'·23E.

***360/(22/09) INDIA – WEST COAST – Pawas Bay – Ranpar Port – Buoys.**

Source: Ranpar Port

(HJ/1030/66)

Chart 2028 [previous update 320/09]

Delete



16° 53′.05N., 73° 17′.10E.



16° 53′.33N., 73° 17′.03E.

Chart 2077 [previous update 334/09]

Insert



Iso.R.10s

16° 52′.42N., 73° 15′.80E.



Fl(2)G.8s

16° 52′.71N., 73° 16′.64E.



Fl(2)R.8s

16° 52′.86N., 73° 16′.51E.

Substitute



Fl.G.5s



16° 53′.05N., 73° 17′.10E.



Fl.R.5s



16° 53′.33N., 73° 17′.03E.

Chart 2074 [previous update 334/09]

Insert



Iso.R.10s

16° 52′.42N., 73° 15′.80E.



Fl(2)G.8s

16° 52′.71N., 73° 16′.64E.



Fl(2)R.8s

16° 52′.86N., 73° 16′.51E.

Substitute



Fl.G.5s



16° 53′.05N., 73° 17′.10E.



Fl.R.5s



16° 53′.33N., 73° 17′.03E.

***361/(22/09) INDIA – WEST COAST – Kochi (Cochin) Harbour – Legend. Precautionary Note.**

Source: Kochi Port Trust.

(HJ/930/93)

Chart 2004 (INT 7359) [previous update 311/09]

Insert

Legend, “Buoys (See Note)”, centered on:

9° 57′.80N., 76° 09′.80E.

Accompanying note “BUOYS” centered on:

9° 59′.25N., 76° 17′.20E.

Chart 2045 (INT 7360) [previous update 530/08]

Insert

Legend, “Buoys (See Note)”, centered on:

9° 58′.17N., 76° 13′.70E.

Accompanying note “BUOYS” centered on:

9° 57′.87N., 76° 17′.25E.

Former INM 319(T)/09 is cancelled.***362/(22/09) INDIA – EAST COAST – Approaches to Krishnapatnam – Dumping Ground Area.**

Source: Krishnapatnam Port Company Ltd.

(HJ/1029/49)

Chart 3034 [previous update NE 15 Jul 09]

Insert

Dumping ground area,



, joining:

(a) 14° 17′.26N., 80° 16′.88E.

(b) 14° 16′.15N., 80° 16′.88E.

(c) 14° 16′.15N., 80° 17′.42E.

(d) 14° 17′.26N., 80° 17′.42E.


Legend, “Dumping Ground for Sand” within:

(a) – (d) above


363/(22/09) BAHRAIN – Approaches to Khalifa Bin Salman Port – Fasht al Jarim – Obstructions. Wreck.

Source: BA Notice – 6216/09

(HJ/1132/69)

Chart 288 [previous update 352/09]Insert  *Obstn* (a) 26° 25′.7N., 50° 45′.2E. *Obstn*

26° 23′.0N., 50° 45′.4E.


Delete  *Wk* adjacent to: (a)above**Chart 289** [previous update 351/09]Insert  *Obstn* (a) 26° 25′.7N., 50° 45′.2E. *Obstn*

26° 23′.0N., 50° 45′.4E.

Delete  *Wk* adjacent to: (a)above**364/(22/09) GULF OF OMAN – United Arab Emirates – Khawr Fakka– n Eastwards – Pilot boarding place.**

Source: BA Notice – 6009/09

(HJ/1132/53)

Chart 290 [previous update 351/09]Delete  *Deep Sea Pilots* 25° 24′.0N., 56° 33′.0E.**Chart 2092** [previous update NC 15 Jan 04]Delete  *Deep Sea Pilots* 25° 23′.95N., 56° 33′.04E.**Chart 8004** [previous update 303/09]Delete  *Deep Sea Pilots* 25° 24′.00N., 56° 32′.57E.**365/(22/09) SRI LANKA – West Coast – Colombo Harbour and Approaches – Restricted area. Legends.**

Source: BA Notice – 6153/09

(HJ/928/50)

Chart 2063 [previous update 394/09]

Insert Limit of restricted area ,TTTTTTT, joining: (a) 6° 57′.36N., 79° 50′.68E. (shore)

(b) 6° 57′.70N., 79° 50′.39E.

(c) 6° 57′.59N., 79° 50′.25E.

(d) 6° 57′.10N., 79° 50′.66E. (shore)

Legend, Works in progress (2009), within (a)– (d)above

Chart 2063 (plan, Colombo Harbour) [previous update 294/09]

Insert Limit of restricted area ,TTTTTTT, joining: (a) 6° 57′.358N., 79° 50′.677E. (shore)

(b) 6° 57′.695N., 79° 50′.393E.

(c) 6° 57′.590N., 79° 50′.250E.

(d) 6° 57′.100N., 79° 50′.663E. (shore)

Legend, Works in progress (2009), within (a)– (d)above

366/(22/09) MALACCA STRAIT – Pulau Pinang West– south– westwards – Wreck.

Source: BA Notice – 6204/09

(HJ/928/50)

Chart 41 [previous update 338/09]Insert  *PA* 5° 03′.0N., 99° 12′.0E.**Chart 9001** [previous update 257/08]Insert  *PA* 5° 03′.0N., 99° 12′.0E.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***367(P)/(22/09) INDIA – WEST COAST – Approaches to Mormugao – Construction Work.**

Source: Mormugao Port Trust
(HJ/1030/56)

1. Construction of additional Mooring Dolphins in progress in following positions:

Dolphin No.	Latitude	Longitude
MD– 4	15° 25′.03N	73° 48′.16E
MD– 5	15° 25′.17N	73° 48′.05E
MD– 6	15° 25′.28N	73° 47′.90E

2. Construction Pontoons and obstructions at site will exhibit Red Flashing light every 2 second.
3. Mariners are advised to reduce speed, navigate with caution in the vicinity of construction site and not to close the construction site less than 100 metres.
4. **Former INM 401(P)/08 and 332(T)/09 are Cancelled.**

Charts Affected – 2020 – 2078 (INT 7346).

***368(T)/(22/09) INDIA – WEST COAST – Arabian Sea – ADCP Moorings.**

Source: NAVAREA VIII Warning 507/09 & NIO Goa.
(HJ/1030/77)

1. Under Water Acoustic Doppler Current Profiler (ADCP) Mooring Deployed by National Institute of Oceanography, Goa in following positions:-

Sl.	Mooring	Positions		Depth(in metres)	Charts affected
a)	OKS2	09°00′.193N	75°57′.846E	110	22 (INT 752) – 32 (INT 754) – 221– 259(INT7356) – 260 (INT 7362)
b)	KKD1	06°57′.690N	77°24′.000E	290	22(INT 752) – 23 – 32(INT 754) – 261 – 263 (INT 7383)
c)	KKS1	07°21′.934N	77°28′.497E	107	22(INT 752) – 23 – 32(INT 754) – 260 (INT 7362) – 261 – 263 (INT 7383)
d)	OKD2	09°03′.144N	75°26′.163E	365	22(INT 752) – 221 – 259 (INT7356)
e)	OMD2	19°59′.780N	69°13′.912E	315	21 – 253(INT 7328) – 292 (INT 7021)
f)	OMS2	19°54′.731N	69°33′.289E	100	21 – 253(INT 7328) – 292 (INT 7021)
g)	OGD5	15°09′.322N	72°42′.815E	305	22(INT 752) – 214 – 293 (INT 7022)
h)	OGS5	15°10′.081N	73°03′.750E	103	22(INT 752) – 214 – 215 – 257 (INT 7343) – 293 (INT 7022)

2. Mariners to exercise caution.
3. **Former INM 596(T)/08 is cancelled.**

SECTION – IV

MARINE INFORMATION

MUMBAI NAVTEX COAST STATION

MSI Promulgation by Mumbai NAVTEX Coast Station position 19° 05'.00 N, 072° 50'.00 E is closed for maintenance.

(Source - NAVAREA VIII Warning 305/08)

Distribution of Indian Paper Charts and Nautical Publications

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

<p>*JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in</p>	<p>*JEPPESEN MARINE Jeppesen Norway AS P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: info@c-map.no Site: www.c-map.no</p>	<p>C-Map US Commercial 133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America Ph: +1 (508) 477 8010 Fax: +1 (508) 539 4381 Email: info@c-map.com</p>
<p>C-Map (UK) Ltd. Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: info@c-map.co.uk</p>	<p>Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, 08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com</p>	<p>Bogerd Martin NV, Oude Leeuwenrui 37 2000 Antwerp, Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: sales@martin.be Site: www.martin.be</p>
<p>Bogerd Martin Tianjin(China Branch) 2-B101 FTZ Hi-Tech Development Centre 131 Haibin 9 Road 300461 Tianjin China Ph: +86 22 257 62 721 Fax: +86 22 257 62 722 Email: charts-tj@martincn.com</p>	<p>C-Map Holland Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie cor@chartworx.nl</p>	
<p>* Indicates C Map Norway AS has changed name to Jeppesen Marine Norway AS. Indicates C Map India has changed name to Jeppesen India.</p>		

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

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2008.

2. Navarea VIII Warning Inforce as on 15 Nov 2009.

2009 SERIES – 282 340 357 367 409 429 458 469 474 476 484 487 488 495 496 498 500 501 502
504 505 506 507 508 509 510 511 512 513 514 515

3. NAVAREA VIII Warnings issued during the period from 30 Oct 09 to 15 Nov 09 (both dates inclusive) are as tabulated below:-

<p>480. India West Coast - Kochi . Charts 22 32 220 259 260 2004 2029 2045 INT 706 . Firing exercise by Naval coast battery from 0900 UTC to 1200 UTC on 03 Nov 2009, 0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC on 06 Nov 2009 . Danger area bounded by</p> <table> <tbody> <tr> <td>(a) 09-57.50N</td> <td>075-59.50E</td> <td>(b) 09-57.70N</td> <td>076-14.20E</td> </tr> <tr> <td>(c) 09-44.00N</td> <td>076-17.50E</td> <td>(d) 09-42.50N</td> <td>076-09.50E</td> </tr> </tbody> </table> <p>2. Safe flying height 10000 metres. 3. Cancel this message on 07 Nov 2009.</p>	(a) 09-57.50N	075-59.50E	(b) 09-57.70N	076-14.20E	(c) 09-44.00N	076-17.50E	(d) 09-42.50N	076-09.50E
(a) 09-57.50N	075-59.50E	(b) 09-57.70N	076-14.20E					
(c) 09-44.00N	076-17.50E	(d) 09-42.50N	076-09.50E					
<p>481. Self Cancelling (.) Navarea VIII-Warning Inforce 2009 SERIES – 282 340 352 357 367 409 429 438 444 445 456 457 458 461 462 463 464 465 466 469 470 471 472 473 474 475 476 477 478 479 480</p>								
<p>482. India West Coast- Netrani Island . Charts 22 216 257 258 272 293 INT 705 . Firing exercise by Naval ships from 0330 UTC to 0730 UTC on 07 Nov 2009 . Danger area bounded by</p> <table> <tbody> <tr> <td>(a) 13-56.20N</td> <td>074-13.60E</td> <td>(b) 14-07.20N</td> <td>073-25.07E</td> </tr> <tr> <td>(c) 14-07.20N</td> <td>074-13.60E</td> <td>(d) 13-55.20N</td> <td>074-25.07E</td> </tr> </tbody> </table> <p>2. Safe flying height 12000 metres. 3. Mariners to exercise caution. 4. Cancel this message on 08 Nov 2009.</p>	(a) 13-56.20N	074-13.60E	(b) 14-07.20N	073-25.07E	(c) 14-07.20N	074-13.60E	(d) 13-55.20N	074-25.07E
(a) 13-56.20N	074-13.60E	(b) 14-07.20N	073-25.07E					
(c) 14-07.20N	074-13.60E	(d) 13-55.20N	074-25.07E					
<p>483. India Andaman Sea – South Andaman Island . Charts 33 41 404 405 472 4002 4006 INT 706 INT 707. Hydrographic survey will be carried out by survey vessel from 02 Nov 09 to 07 Nov 09 in the area bounded by</p> <table> <tbody> <tr> <td>(a) 11-48.10N</td> <td>092-46.40E</td> <td>(b) 11-48.00N</td> <td>092-47.00E</td> </tr> <tr> <td>(c) 11-49.20N</td> <td>092-47.30E</td> <td>(d) 11-49.30N</td> <td>092-46.70E</td> </tr> </tbody> </table> <p>2. All vessels operating in vicinity are to maintain a safe distance from survey vessel and exercise caution. 3. Cancel this message on 08 Nov 2009.</p>	(a) 11-48.10N	092-46.40E	(b) 11-48.00N	092-47.00E	(c) 11-49.20N	092-47.30E	(d) 11-49.30N	092-46.70E
(a) 11-48.10N	092-46.40E	(b) 11-48.00N	092-47.00E					
(c) 11-49.20N	092-47.30E	(d) 11-49.30N	092-46.70E					
<p>484. India West Coast – Old Port Mangalore. Charts 217 258 272 INT 706. Mechanised fishing boat Seema Rekha FMNG-2422 KDT12888 with seven crew onboard missing since 11 Oct 2009 and fishing boat Lithika FMNG-855,KDT-1186 missing since 13 Oct 2009.</p> <p>2. All vessels operating in vicinity to keep sharp lookout, render assistance and exercise caution. 3. Any information be passed on Tel – 08382 -263628.</p>								
<p>485. India West Coast- Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705. Seaward firing practice by Naval coast battery Okha between 1030 UTC to 1230 UTC on 09 Nov 2009. Danger area bounded by</p> <table> <tbody> <tr> <td>(a) 22-22.0N</td> <td>068-50.0E</td> <td>(b) 22-37.0N</td> <td>068-53.0E</td> </tr> <tr> <td>(c) 22-42.0N</td> <td>069-08.0E</td> <td>(d) 22-29.0N</td> <td>069-04.0E</td> </tr> </tbody> </table> <p>2. Safe flying height 13000 metres. 3. Cancel this message on 10 Nov 2009.</p>	(a) 22-22.0N	068-50.0E	(b) 22-37.0N	068-53.0E	(c) 22-42.0N	069-08.0E	(d) 22-29.0N	069-04.0E
(a) 22-22.0N	068-50.0E	(b) 22-37.0N	068-53.0E					
(c) 22-42.0N	069-08.0E	(d) 22-29.0N	069-04.0E					

<p>486. Bay of Bengal – Southern Portion. Charts 32 353 INT 706. Naval ships will carry out firing practice from 0230 UTC to 1630 UTC on 09 Nov 2009 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>18-12.0N</td> <td>085-58.0E</td> <td>(b)</td> <td>18-50.0N</td> <td>086-44.0E</td> </tr> <tr> <td>(c)</td> <td>18-14.0N</td> <td>087-20.0E</td> <td>(d)</td> <td>17-34.0N</td> <td>086-35.0E</td> </tr> </table> <p>2. Safe flying height 22000 metres. 3. Cancel this message on 10 Nov 2009.</p>	(a)	18-12.0N	085-58.0E	(b)	18-50.0N	086-44.0E	(c)	18-14.0N	087-20.0E	(d)	17-34.0N	086-35.0E																								
(a)	18-12.0N	085-58.0E	(b)	18-50.0N	086-44.0E																															
(c)	18-14.0N	087-20.0E	(d)	17-34.0N	086-35.0E																															
<p>487. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval coast battery from 0900 UTC to 1200 UTC on 10 Nov 2009, 0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC on 13 Nov 2009 . Danger area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>09-57.50N</td> <td>075-59.50E</td> <td>(b)</td> <td>09-57.70N</td> <td>076-14.20E</td> </tr> <tr> <td>(c)</td> <td>09-44.00N</td> <td>076-17.50E</td> <td>(d)</td> <td>09-42.50N</td> <td>076-09.50E</td> </tr> </table> <p>2. Safe flying height 10000 metres. 3. Cancel this message on 14 Nov 2009.</p>	(a)	09-57.50N	075-59.50E	(b)	09-57.70N	076-14.20E	(c)	09-44.00N	076-17.50E	(d)	09-42.50N	076-09.50E																								
(a)	09-57.50N	075-59.50E	(b)	09-57.70N	076-14.20E																															
(c)	09-44.00N	076-17.50E	(d)	09-42.50N	076-09.50E																															
<p>488. India East Coast – Off Visakhapatnam. Charts 31 32 353 354 355 INT 706 . Survey vessel Geowave champion will carry out 3 D seismic data survey from 04 Nov 09 to 26 Nov 09 in area bounded by the following coordinates:-</p> <table border="0"> <tr> <td>(a)</td> <td>17-30.04N</td> <td>085-44.66E</td> <td>(b)</td> <td>17-43.72N</td> <td>085-30.39E</td> </tr> <tr> <td>(c)</td> <td>18-30.00N</td> <td>085-38.04E</td> <td>(d)</td> <td>18-30.06N</td> <td>085-38.04E</td> </tr> <tr> <td>(e)</td> <td>18-07.01N</td> <td>086-02.13E</td> <td>(f)</td> <td>17-58.00N</td> <td>085-52.23E</td> </tr> <tr> <td>(g)</td> <td>17-49.61N</td> <td>086-00.71E</td> <td>(h)</td> <td>17-42.62N</td> <td>085-59.88E</td> </tr> <tr> <td>(j)</td> <td>17-36.30N</td> <td>085-52.38E</td> <td>(k)</td> <td>17-30.31N</td> <td>085-58.56E</td> </tr> <tr> <td>(l)</td> <td>17-30.03N</td> <td>085-58.28E</td> <td>(m)</td> <td>17-30.04N</td> <td>085-44.66E</td> </tr> </table> <p>2. Vessel will tow six streamers of 8000 meters length attached to a yellow coloured tail buoy with flashing light at the end of the cable. 3. All vessels operating in the area to exercise caution and give wide berth at least 05 NM all around the vessel. 4. Cancel this message on 27 Nov 2009.</p>	(a)	17-30.04N	085-44.66E	(b)	17-43.72N	085-30.39E	(c)	18-30.00N	085-38.04E	(d)	18-30.06N	085-38.04E	(e)	18-07.01N	086-02.13E	(f)	17-58.00N	085-52.23E	(g)	17-49.61N	086-00.71E	(h)	17-42.62N	085-59.88E	(j)	17-36.30N	085-52.38E	(k)	17-30.31N	085-58.56E	(l)	17-30.03N	085-58.28E	(m)	17-30.04N	085-44.66E
(a)	17-30.04N	085-44.66E	(b)	17-43.72N	085-30.39E																															
(c)	18-30.00N	085-38.04E	(d)	18-30.06N	085-38.04E																															
(e)	18-07.01N	086-02.13E	(f)	17-58.00N	085-52.23E																															
(g)	17-49.61N	086-00.71E	(h)	17-42.62N	085-59.88E																															
(j)	17-36.30N	085-52.38E	(k)	17-30.31N	085-58.56E																															
(l)	17-30.03N	085-58.28E	(m)	17-30.04N	085-44.66E																															
<p>489. Bay of Bengal–Southern Portion. Charts 31 32 354 355 INT706. Firing practice by naval ships from 0230 UTC to 1630 UTC on 10 Nov 2009 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>16-24.00N</td> <td>082-40.00E</td> <td>(b)</td> <td>17-08.00N</td> <td>083-08.00E</td> </tr> <tr> <td>(c)</td> <td>16-30.00N</td> <td>083-57.00E</td> <td>(d)</td> <td>15-48.00N</td> <td>083-30.00E</td> </tr> </table> <p>2. Safe flying height 22000 metres. 3. Cancel this message on 11 Nov 2009.</p>	(a)	16-24.00N	082-40.00E	(b)	17-08.00N	083-08.00E	(c)	16-30.00N	083-57.00E	(d)	15-48.00N	083-30.00E																								
(a)	16-24.00N	082-40.00E	(b)	17-08.00N	083-08.00E																															
(c)	16-30.00N	083-57.00E	(d)	15-48.00N	083-30.00E																															
<p>490. India West Coast –Mumbai. Charts 21 22 255 292 INT 705 INT 706. Drilling operation is in progress by Rig Greatdrill Chitra in position 19-15.18N 072-02.16E. 2. Wide berth requested.</p>																																				
<p>491. Self Cancelling. Cancel NAVAREA VIII message 477 of 2009.</p>																																				
<p>492. India West Coast - Trivandrum. Charts 22 32 222 260 INT 706. Rocket launch from Thumba equatorial rocket launching station 08-31.98N 076-52.05E between 1130 UTC to 1330 UTC on 10 Nov 2009. 2. Danger zones:- (a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree. (b) Sector of radius 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree. 3. Cancel this message on 11 Nov 2009.</p>																																				
<p>493. Self Cancelling. Cancel NAVAREA VIII message 352 of 2009.</p>																																				
<p>494. Self Cancelling. Cancel NAVAREA VIII messages 438 462 466 of 2009. Issued by INM edition 21 of 2009.</p>																																				
<p>495. Indian Ocean–Off Muqdisho. Charts INT71 INT 701 INT702 INT703. Suspected aggressive small boat activity noted at 0850 UTC on 03 Nov 09 in positions 01-57.00S 044-27.00E and 02-05.00S 044-29.00E . Materials onboard the skiffs indicate personnel onboard are likely to attack vessel in the area. All vessels transmitting in or near these waters are warned to maintain strict 24 hrs watch to include implementation of counter-piracy measure. 2. It is important for all vessels to operate at max speed during transit in this area. 3. All vessels operating in the area advised to maintain strict anti-piracy precautions.</p>																																				

496. Cancel NAVAREA VIII message 478 of 2009. India East Coast – Off Visakhapatnam. Charts 31 32 308 353 354 INT 706 . Survey vessel western pride will carry out 3 D seismic data survey from 05 Nov 09 to 30 Nov 09 in area bounded by the following coordinates:-			
(a)	17-47.00N	085-06.00E	(b) 17-32.00N 085-28.00E
(c)	16-12.00N	084-45.00E	(d) 16-40.00N 084-08.00E
2.	Vessel will tow eight streamers of 9000 metres length with each cable end marked with flashing white and blue light and radar reflector.		
3.	All vessels operating in the area to exercise caution and give wide berth at least 05 NM all around the vessel.		
4.	Cancel this message on 01 Dec 2009.		
497. Bay of Bengal-Southern Portion. Charts 31 32 354 355 INT706. Naval ships will carry out firing practice from 0330 UTC to 1829 UTC on 12 Nov 2009 in area bounded by			
(a)	16-33.00N	082-46.00E	(b) 17-06.00N 083-10.00E
(c)	16-32.00N	084-02.00E	(d) 15-58.00N 083-37.00E
2.	Safe flying height 22000 metres.		
3.	Cancel this message on 13 Nov 2009.		
498. India West Coast – Mormugao. Charts 22 257 INT 705 INT 706. Firing practice by Naval aircraft between 0230 UTC to 1230 UTC from 14 Nov to 21 Nov 2009. Danger area bounded by			
(a)	15-13.00N	073-57.00E	(b) 15-13.00N 073-52.00E
(c)	15-11.00N	073-57.00E	(d) 15-11.00N 073-52.00E
2.	Safe flying height 3500 metres.		
3.	Cancel this message on 22 Nov 2009.		
499. Self Cancelling. NAVAREA VIII-Warning Inforce 2009 series – 282 340 357 367 409 429 444 445 456 458 463 465 469 470 471 472 474 475 476 480 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498			
500. India West Coast – Off Trivandrum. Charts 222 260 INT 706 . Man overboard reported from MRSC Kochi in position 08-40.70N 076-46.50E since 01 Nov 2009.			
2.	All vessels operating in vicinity to keep a sharp lookout and render assistance.		
3.	Any information be passed on Tel 0091 22 24316558.		
501. Cancel Navarea VIII messages 444 463 470 and 490 of 2009 . India West Coast – Arabian Sea. Charts 21 22 202 207 209 211 251 253 254 255 271 291 292 293 INT 705 INT 706. Present position of oil rigs / drill ships as follows			
	ABAN ICE	20-26.15N	070-12.06E
	ABAN II	20-06.65N	072-04.06E
	ABAN III	20-20.16N	072-01.35E
	ABAN IV	18-40.36N	072-21.46E
	ABAN V	18-48.40N	072-20.00E
	BADRINATH	18-36.36N	071-21.93E
	CE THROTON	19-44.60N	071-53.22E
	DHIRUBHAI DEEPWATER KG-1	09-57.80N	075-12.31E
	DISCOVERY 1	19-11.98N	072-11.00E
	ENERGY DRILLER	09-07.75N	075-54.83E
	FG McCLINTOCK	22-39.45N	068-29.61E
	GREATDRILL CHETNA	20-32.30N	072-08.90E
	GREATDRILL CHITRA	19-15.18N	072-02.16E
	JT ANGEL	19-12.89N	072-06.79E
	KEDARNATH	19-00.00N	071-34.81E
	NOBLE GEORGE McLEOD	18-39.66N	072-13.33E
	NOBLE CHARLIE YESTER	19-28.96N	071-19.63E
	NOBLE ED HOLT	18-33.63N	072-14.93E
	PRIDE HAWAI	19-21.80N	071-23.83E
	PRIDE PENNSYLVANIA	19-18.16N	071-15.56E
	RANDOLPH YOST	18-29.85N	072-15.00E
	RON TAPMEYER	19-11.82N	071-11.78E

SAGAR GAURAV	19-28.60N	071-12.63E
SAGAR JYOTI	19-36.61N	071-22.90E
SAGAR KIRAN	19-24.05N	071-19.05E
SAGAR LAXMI	18-36.15N	071-01.63E
SAGAR PRAGATI	19-37.35N	071-21.66E
SAGAR SAMRAT	19-32.13N	071-18.81E
SAGAR SHAKTI	19-25.21N	071-11.56E
SAGAR UDAY	19-21.96N	071-19.56E
TRIDENT – 2	18-37.23N	072-14.93E
TRIDENT – 12	19-18.28N	071-22.90E
VIRTUE 1	19-23.48N	071-25.18E
ENSCO 53	20-44.00N	071-55.91E
2. Wide berth requested.		
502. Cancel Navarea VIII messages 445 456 and 472 of 2009. India East Coast–Bay of Bengal. Charts 31 32 33 301 351 352 353 354 355 356 357 3009 INT 706. Present position of oil rigs / drill ships as follows		
DEEP SEA MATDRILL	16-16.11N	081-52.30E
HERCULES 258	16-40.43N	082-24.00E
HERCULES 260	16-22.13N	081-55.60E
SAGAR BHUSHAN	16-31.45N	082-22.65E
DISCOVERER SEVEN SEAS	15-19.05N	080-48.21E
DEEPWATER EXPEDITION	15-30.26N	081-32.60E
DEEP WATER FRONTIER	16-41.15N	082-41.10E
DISCOVERER 534	11-25.30N	080-06.50E
DEEP DRILLER 8	11-30.20N	079-56.10E
ESSAR WILD CAT	16-43.40N	082-34.50E
2. Wide berth requested.		
503. India East Coast - Krishnapatnam. Charts 31 32 33 356 3031 INT 706. Transmission of Krishnapatnam DGPS station is off the air wef 2359 UTC on 08 Nov 2009.		
2. Mariners to exercise caution.		
504. India East Coast - Gopalpur. Charts 31 352 353 354 3005 INT 706. Firing exercise will be carried out from 2330 UTC to 1800 UTC on 16 Nov to 18 Nov 2009. Danger area bounded by		
(a) 19-14.60N	084-53.70E	(b) 19-37.05N 085-27.85E
(c) 18-46.05N	085-22.86E	
and arc of 42 NM radius joining point (b) and (c)		
2. Safe flying height 6100 metres.		
3. Cancel this message on 19 Nov 2009.		
505. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval coast battery from 0900 UTC to 1200 UTC on 17 Nov 2009, 0900 UTC to 1130 UTC and 1230 UTC to 1530 UTC on 20 Nov 2009 . Danger area bounded by		
(a) 09-57.50N	075-59.50E	(b) 09-57.70N 076-14.20E
(c) 09-44.00N	076-17.50E	(d) 09-42.50N 076-09.50E
2. Safe flying height 10000 metres.		
3. Cancel this message on 21 Nov 2009.		
506. Indian Ocean – Off Kadmat Island. Charts 22 268 272 273 INT 705. Reported grounding of DHOW MSV Maria Anthony Launa Meckenna Reg No TTN 214 in approximate position 11-13.30N 072-45.55E.		
2. All vessels in vicinity to keep sharp look out and navigate with caution.		
507. India West Coast- Arabian Sea. Charts 22 221 259 260 263 292 293 INT 706. Eight mooring buoys each consists of an upward looking acoustic doppler current profiler (ADCP) deployed in following positions		
(a) 09-00.19N	075-57.84E	(b) 06-57.69N 077-24.00E
(c) 07-21.93N	077-28.49E	(d) 09-03.14N 075-26.16E
(e) 15-09.32N	072-42.81E	(f) 15-10.08N 073-03.75E
(g) 19-59.78N	069-13.91E	(h) 19-54.73N 069-33.28E
2. Mariners to exercise caution and remain clear from the ADCPS.		

508. India West Coast- Arabian Sea. Charts 21 22 211 212 255 256 292 2016 INT 706. Firing by Naval ships will be carried out as per area mentioned below

<u>Date</u>	<u>Time (UTC)</u>	<u>Area</u>	<u>Safe Flying Height</u>	
17 Nov 2009	(1230 - 1730)	16-38.0N	071-57.0E	22000 Metres
		16-23.0N	072-56.0E	
		15-02.0N	072-37.0E	
		15-25.0N	071-33.0E	
17 Nov 2009	(1230 - 1730)	17-52.0N	070-32.0E	22000 Metres
		16-39.0N	071-52.0E	
		15-26.0N	071-28.0E	
		15-49.0N	070-05.0E	
19 Nov 2009	(0230 - 0730)	16-38.0N	071-57.0E	10000 Metres
		16-23.0N	072-56.0E	
		15-02.0N	072-37.0E	
		15-25.0N	071-33.0E	
19 Nov 2009	(0230 - 0730)	17-52.0N	070-32.0E	10000 Metres
		16-39.0N	071-52.0E	
		15-26.0N	071-28.0E	
		15-49.0N	070-05.0E	

2. Mariners to exercise caution.

3. Cancel this message on 20 Nov 2009.

509. India West Coast – Off Mumbai. Charts 21 22 255 292 INT 706. 3 D seismic survey will be carried out by ONGC vessel MV Sagar Sandhani from 15 Nov 09 to 14 Dec 09 in area bounded by

(a)	19-06.30N	071-00.75E	(b)	19-20.20N	071-40.00E
(c)	18-57.25N	071-04.60E	(d)	19-11.30N	071-43.70E

2. Vessel will be towing two streamers of 2.5 NM length each approx 07 meters depth below the surface . each trailing end are attached to tail buoy with radar reflectors and flashing red and green light spread over a width of approx 100 meters.

3. All vessels operating in the area to maintain a clearance of at least 01 NM on either sides 02 NM ahead and 5.5 NM astern of the vessel.

4. Mariners are advised to:-

(a) Keep well clear of demarcated area and follow the east/west bound recommended route by maintaining at least 1 to 2 NM north of this track depicted on the charts.

(b) Vessel will also warn the shipping by all means of communication such as signalling appliances or morse code light/day light signalling lamp (as prescribed in the collision regulation 1972) in the event of maritime traffic getting closer to the distance specified in para 3 above.

(c) Chase boats and crew boats guarding the seismic survey vessel and streamers shall also direct shipping to keep clear of this vessel and streamers at all times during the entire operation.

5. Cancel this message on 15 Dec 2009.

510. Cancel Navarea VIII message 471 of 2009. India West Coast – Arabian Sea. Charts 21 22 207 254 INT 706. Seismic survey will be carried out by pacific sword from 19 Nov 09 to 15 Dec 09 in area bounded by

(a)	20-41.30N	071-27.40E	(b)	20-44.90N	071-27.10E
(c)	21-02.20N	072-00.90E	(d)	21-02.20N	071-54.70E

2. Vessel will be towing two streamers of 2.5 NM length each approx 07 meters depth below the surface. Each trailing ends are attached to tail buoy with radar reflectors and flashing white lights spread over a width of approx 100 meters

3. All vessels operating in the area to maintain a clearance of at least 01 NM on either sides 02 NM ahead and 05 NM astern of the vessel

4. Mariners are advised to:-

(a) Keep well clear of the demarcated area and follow the north/south bound recommended route by maintaining at least 1 to 2 NM east or west of this track depicted on the charts.

(b) Keep listening watch on VHF channel 16 for safety message giving navigational warnings on the specialised operation conducted by vessel pacific sword from 19 Nov to 15 Dec 2009 at an interval of 01 hour.

<p>(c) Vessel will also warn the shipping by all means of communication such as signalling appliances or morse code light (as prescribed in the collision regulation 1972) in the event of maritime traffic getting closer to the distance specified in para 3 above.</p> <p>(d) Chase boats guarding seismic survey vessel and streamers shall also direct shipping to keep clear of this vessel and streamers at all times during the entire operation.</p>			
5. cancel this message on 16 dec 2009			
511. Self Cancelling. Cancel Navarea VIII message 503 of 2009. Krishnapatnam DGPS station functioning normal.			
512. India West Coast- Arabian Sea. Charts 21 22 211 212 255 256 292 2016 INT 706. Firing practice by Naval ships from 0330 UTC on 20 Nov 09 to 0830 UTC on 21 Nov 09. Danger area bounded by			
(a)	15-20.00N	072-07.00E	(b) 15-50.00N 072-58.00E
(c)	16-45.00N	072-54.00E	(d) 18-15.00N 071-35.00E
(e)	16-13.00N	070-55.00E	
2. Safe flying height 1500 metres.			
3. Cancel this message on 22 Nov 2009.			
513.			
<u>Sl</u>	<u>Name of the Boat</u>	<u>Position</u>	<u>Remarks</u>
(a)	FV ALQUTEE	Near Tadri point (approx)	Sunk
(b)	FV JEEVAN 1	17-38.70N 72-59.6E	Sunk
(c)	FV JESUS MARY	Off Dabhol (approx)	Capsized and floating
(d)	MFB SURAKSHA	16-16.95N 73-18.01E	Sunk
2. Vessels in vicinity to keep sharp lookout and render assistance as required and report sighting to MRCC (MB) on Tel : 00 91 22 2431 6558.			
514. Self Cancelling. Navarea viii-warning Inforce			
2009 SERIES – 282 340 357 367 409 429 458 469 474 476 484 487 488 495 496 498 500 501 502 504 505 506 507 508 509 510 511 512 513			
515. India East Coast- Bay of Bengal. Charts 31 301 351 352 INT 706. Air defence missile firing scheduled from ITR launch complex position 21-25.50N 87-00.16E from 16 Nov 2009 to 21 Nov 2009 between 0100 UTC to 1130 UTC.			
2. Danger areas are as follows			
(a)	Area I: within a sector contained in a 10 NM radii from the launching site		between bearing 280 degree and 010 degree from seaward.
(b)	Area II: within a sector contained in arcs of 45 and 75 NM radii from the		launching site between bearing 305 degree and 345 degree from seaward.
3. No over flight and shipping activity is permissible within the above mentioned area.			
4. Cancel this message on 22 Nov 2009.			

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP – 1)

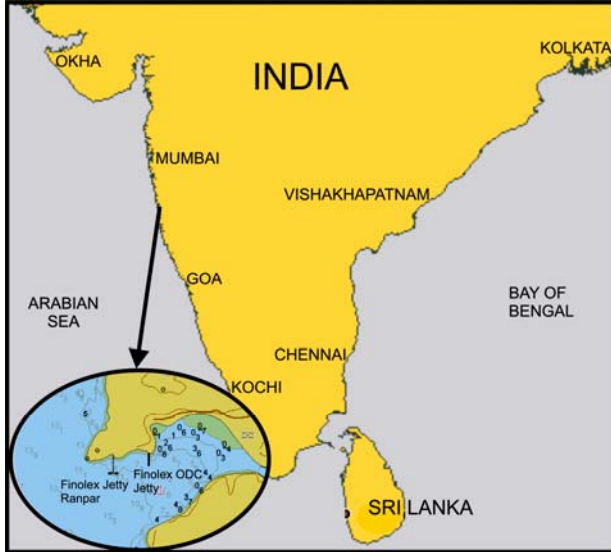
Chapter -7 (Page -219)

Delete Article 7.90 and replace by

Chart 2074,2077 (ENC – IN62074P, IN52077P)

Pawas Bay

7.90



(Photo Courtesy: INHO)

Extract of ENC – IN52077P

1 **General Information.** Finolex Ranpar Port is situated in the state of Maharashtra in position (16° 53'.42 N, 073° 16'.92E) in Pawas Bay. The jetty is operated by Finolex Industries Limited (FIL) and provides a single berth for ships of 20,000 tons displacement and maximum draught of 9m. A ¾ mile navigable channel with 250m of turning circle serves the jetty. The berthing face of the jetty is 50m long with two berthing/ four mooring dolphins. The berth is aligned 090° - 270° and connected to dry land by 180m x 13m long trestle bridge running NS on concrete pile supports and rubble bund. Two solid rubble fenders protect the face of jetty.



**Finolex Coal Jetty and
Conveyor Belt**



(Photo Courtesy: Finolex)
**Finolex Main Jetty and Coal
Jetty**

2 **Position.** Pawas Bay is entered S of Pawas Point (16° 54'.6 N, 73° 17'.7 E) and its entrance is 7 cables wide.

3. **Function.** Finolex Port imports Ethyl Dimethylaminopropyl Carbodiimide (EDC), Vinyl Chloride Monomer (VCM), Ethylene, Liquid Petroleum Gas (LPG) and Coal.

4. **Traffic.** 60 vessels per year.

5 **Maximum Size of Vessels Handled.** Vessels with a LOA up to 170m and a maximum draft of 9m.

6 **Arrival Information.** The owner, Master or their agents should furnish at least 72 hours notice prior to arrival at Finolex Sea Terminal on channel 16 and 72 of Finolex Port Marine Control Room. The following details are to be furnished:

- (a) Length overall
- (b) Beam
- (c) Draft (forward and aft)
- (d) Displacement
- (e) ETA at pilot station
- (f) Type and Quantity of Cargo
- (g) Quantity to discharge at Finolex Port.

Vessel agents inform Finolex Industries Ltd ETA of incoming vessels immediately on departure of that vessel from load port and thereafter updates ETA every day.

7 **Port Radio.** Port keeps watch on VHF Ch. 16 & 72

8 **Anchorage.** Mother vessels, carrying coal, arriving Ranpar Port shall anchor in designated anchorage bound by Latitudes 16° 52'N to 16° 53'N and Longitudes 073° 14'.50E to 073° 15'.50E in depth of 17m which is about ½ mile SW of Pawas Point. Small craft can obtain anchorage in the bay, with shelter from NW wind 7 cables ESE of Pawas Point in depth of about 7.5m mud and Sand.

9 **Pilotage.** Pilotage is compulsory for EDC, VCM and Ethylene ships. Pilot boards at position 16° 52'.5N, 073° 15'.0E using pilot boat painted in orange colour. Pilot Information Card to be produced to pilot on boarding.

10 **Approach Information.** Chemical Tankers approach from Pilot boarding ground is 071°. The turning of the vessel is carried out about 250m south of main jetty assisted by tugs and thereafter vessel berthed alongside the jetty.

The approach channel for barges is as follows:

Sl	Latitude (N)	Longitude (E)
(i)	16° 52'.23	073° 16'.02
(ii)	16° 53'.16	073° 17'.23
(iii)	16° 53'.53	073° 17'.26
(iv)	16° 52'.48	073° 16'.02
(v)	16° 53'.29	073° 17'.08
(vi)	16° 53'.52	073° 17'.16

11 **Tides.** Tides are semidiurnal with two High waters and two Low waters each lunar day. The tidal range is from 1m to 2.5m at chart datum.

12 **Navigational Aids.**

(a) Pawas Point Light – at position 16° 53'.58N, 73° 16'.66E (Fl W 2s), about ¼ mile WNW of Finolex jetty, Ranpar.

(b) Details of buoys in approach channel as follows –

Sl	Type of buoy	Description of buoy	Location
(i)	Fairway, SLB 1250	Red & White vertical bands	16°52'.42N 73°15'.80E
(ii)	SLB 600	Green conical	16°52'.71N 73°16'.64E
(iii)	SLB 600	Red conical	16°52'.86N 73°16'.51E
(iv)	SLB 600	Green conical	16°53'.05N 73°17'.10E
(v)	SLB 600	Red conical	16°53'.33N 73°17'.03E

13 **Tugs.** Two Tugs Finoratra (ASD type) and Anukool (Voith Schneider propulsion) of 23.4 Tons and 30 Tons Bollard Pull respectively are provided under advice of pilots. Tugs are available round the clock, used for berthing and unberthing only, generally during daylight hours. VHF channel 72 is used to communicate with the tugs. Hiring charges are fixed by Finolex Port subject to the LOA of vessels.

14 **Berthing and Wharves.** Finolex Port provides two berths

(a) **Main jetty** of 50m (from first mooring Dolphin to last mooring Dolphin 210m) long with two berthing / four mooring dolphins. The berth is aligned 090° - 270° with alongside depth 10.5m.

(b) **Coal jetty.** 82.5m long and 20m wide with alongside depth 4m to 7m.

15 **Pollution Control.** There is no bunkering facility in port hence minimum oil spill risk. No discharge permitted in the harbour.

16 **Cargo Handling Facilities.**

(a) **Cranes.** Two Gantry cranes fitted on Coal Jetty, each Gantry crane SWL 25 tons, height of crane boom is 24.74m and outreach from jetty is 14.5m. Grabs of 10 tons load capacity are fitted on each Gantry Crane.

(b) **Lighters.** Coal lighterage operations shall be carried out at designated anchorage. Barges shall be employed to transport coal discharged from mother vessel to coal jetty.

(c) **Unloading arm.** At main jetty with Quick release hooks for mooring ropes. Two Gantry cranes fitted with Grabs and hoppers below.

17 **Services.**

Sl	Service	Description
(i)	Radio/telegram/fax/telephone/Email	etfctrl@finolexind.com, goel@svsgroup.in
(ii)	Medical	In emergency agent arranges Doctor on board vessel.
(iii)	Quarantine	Free Pratique granted by Port.
(iv)	Counsel	Available in Mumbai
(v)	Ship chandlery and stevedores	No Ship Chandler in Ratnagiri. Stevedoring for coal vessels arranged by Finolex Industries Ltd.
(vi)	Hull painting	Not allowed in Port premises
(vii)	Police	Local Police contact details provided by agents to all incoming ships
(viii)	Ambulance	Finolex Industries Ltd ambulance stationed during vessels stay alongside jetty.
(ix)	Fire fighting (fixed and mobile facilities)	Fixed. Fire tender stationed off jetty during vessel's operation at Jetty
(x)	Navigational warning and weather bulletin	Navigational warning broadcast on VHF Ch. 16 by Finolex Port. Weather Station and Tidal Gauge fitted at Finolex Port by National Institute of Oceanography (NIO), Goa. Weather forecast received from IMD web site daily.
(xi)	Garbage disposal	Small quantity of Garbage accepted from ships.
(xii)	Helicopter landing facilities	Available in Ratnagiri town.

18 **Supplies.** There is no facility available for supply of fuel and provision. Small quantity of fresh water supply can be arranged. charts can be arranged through agent from Mumbai.

19 **Rescue and Distress.** D G Shipping Emergency Control, Mumbai co-ordinataes emergency and rescue operations along with Coast Guard.

20 **Communications.** Ratnagiri district is well connected to Mumbai and Goa by Rail and Road. Nearest airfield is in Ratnagiri but no commercial flights land here and used for private and government flights only.

21 **Security.** Finolex Port is ISPS compliant with SOC issued by Director General of Shipping. Indian Custom Act applies. No Immigration officials in Ratnagiri.

22 **Shore Leave.** Not permitted as there is no immigration office.

23 **Places of interest.** Thiba palace, beaches and forts are places of interest near port area.

24 **Hotels and Restaurants.** hotels and restaurants are available in Ratnagiri city. Indian and Chinese food are served in these hotels.

25 **Forex/Banks.** ICICI, HDFC and many other nationalised banks have their offices in Ratnagiri city.

26 **Port Authority.**

Regional Port Officer (MMB)
Port Office, Ratnagiri
Ph. 02352-271556, 222160

PV Seetharaman
President, Finolex Industries Ltd.

Venkat Rai
General Manager, Finolex Industries Ltd.

Captain Rajkumar Goel
Base Manager, Finolex Port
Ranpar, Distt. Ratnagiri
Maharashtra, PIN 415616
Ph. 91-2352-238027-30
Web: www.finolexind.com
Email. goel@svsgroup.in, vr@finolexind.com

Bay of Bengal Pilot (INP-2)

Chapter-8

Source: IN LCU L33 letter dated 01 Oct 09

Page 276, Article 8.14

Insert at the end of Para 1:

However, the passage can be attempted by shallow draught vessels fitted with operational modern aids to navigation in good visibility.

Page 284, Article 8.39

Para 1, Line 5

Insert text after ".....anchorage in all season".

A conspicuous light tower exists near the jetty. It has powerful lamps that lights up the entire area at night. It can be seen from miles out at sea when approaching the port from E. A new structure has come up next to jetty for housing tide gauge operated by Andaman Harbour Works (AHW).

Page 284, Article 8.39

Insert photograph after Para 1.



(Photo Courtesy: IN LCU L33)

PSS and Light Tower, Port Cornwallis

Page 288, Article 8.51

Insert text after Para 1:

1a The breakwater at Rangat Bay is fitted with street lights along the entire length. It appears as a 'string of white light' a few miles from sea at night.

Page 290, Article 8.55

Insert text after Para 9:

9a A conspicuous rock one metre in height is in position 12° 13'.12N, 92° 55'.08E (near Cape Union of Colebrooke Island). It can be used as a mark for fixing the ship when approaching the island from SSW.

Page 290, Article 8.55

Insert Photograph after Para 9a:



(Photo Courtesy: IN LCU L33)

Jetty at Strait Island

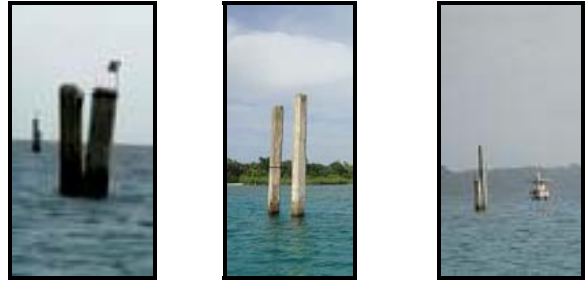
Page 290, Article 8.55

Insert text after Para 10:

10a A concrete jetty (approx 70m in length) has been constructed in position 12° 13'.42N, 92° 55'.80E. Depth alongside the jetty is 4m. A passenger ferry visits the island twice a week.

Page 293, Article 8.66

Insert photographs after Para 5:



(Photo Courtesy: IN LCU L33)

Concrete Pillars at Approach Channels to Neil Island Jetty

Page 293, Article 8.66

Para 5, Line 6.

Delete text "wooden stumps" and replace by "concrete pillars".

Page 293, Article 8.66

Para 7, Line 1.

Delete text "and conspicuous".

Page 304, Article 8.93

Insert text after Para 1:

1a The summit of the island is always enveloped in cloud in monsoon season. It appears that clouds are being formed near the summit when observed from the weather side. The lone cloud atop the island should be visual to a discerning seafarer before the island itself comes in sight in good visibility.

Page 304, Article 8.93

Insert photograph after Para 1a:



(Photo Courtesy: IN LCU L33)

Summit of Narcondam Island enveloped in Cloud

Page 305, Article 8.93

Para 4, Line 8 to 10.

Delete text "The volcano.....and ash" and replace by "The volcano is live and visual to the naked eye from a distance of over 9 miles. It is known to spew smoke and ash".

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

(Last correction: Edition No. 07 dated 01 Apr 2009)

NIL

INP 31(2), 2007

(Last correction: Edition No. 21 dated 01 Nov 2009)

NIL

BA, VOLUME 3 Part 1, NP 283(1), 2006/07

(Last correction: Edition No. 15 dated 01 Aug 2006)

NIL

INP 31(5), 1997

(Last correction: Edition No. 07 dated 01 Apr 09)

NIL

INP 31(6), 2005

(Last correction: Edition No. 20 dated 16 Oct 2009)

*Page 85, India Section,
Insert after Diu*

Finolex Port Ranpar 16° 53' N, 73° 17' E

Pilots and Terminal

CALL: Finolex Port Marine Control Room
 TEL: +91 2352 238027 - 30
 EMAIL: goel@svsgroup.in, vr@finolexind.com
 FREQUENCY: Ch 16 and 72 HOURS: H 24

PROCEDURE:

- (1) All arriving vessels are advised to contact Finolex port marine control room on VHF channel 16 and 72 while entering Finolex Port.
- (2) Recommended Anchorage/Pilot boarding ground for the vessel called for Finolex Jetty 16° 52'.5N , 73° 15'.0E

Note: The terminal is operated by Finolex Industries Ltd.

Source - Finolex Industries Ltd.

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@dataone.in; inho_marinesafety@dataone.in
Fax No.: +91-0135- 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. When a position is defined by bearings (true or magnetic to be specified) more than two bearings should be used in order to provide a check. Distances observed by Radar should be corrected for index errors. Latitude and Longitude obtained from GPS / DGPS should specify the datum (WGS 84 or other). A copy / tracing from the largest scale chart may be used for forwarding details, with the corrections and additions being shown thereon in red.

Depth Reporting

4. When soundings are obtained using Echo Sounders, the echo-gram should be duly annotated with date, time, position and depth, etc., before enclosing it with the Form IH 102. It is important to state whether 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 applied where necessary. The make, name and type of echo sounder should also be given. Care should be taken to set the echo sounder to the largest scale / phase, so as to obtain maximum details of echo of the feature. Efforts should be made to identify and negate false echoes if any.

5. Reports, which cannot be confirmed or are lacking in certain details should not be withheld. Limitations or shortcomings should be duly notified in the form.

6. Reports on shoal soundings, uncharted dangers and navigational aids out of order should be reported through fastest available means at the mariner's discretion, and also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 50 metres should be of sufficient importance to justify a radio message.

7. Port information should be forwarded on form IH 102a together with IH 102. Form 102a contains the information required for Sailing Direction and should be used as an *aide memoir*. Where there is insufficient space on the form, additional sheet should be used.

Please Note: - The receipt of all Hydrographic Notes will be duly acknowledged by the Hydrographic Office. Normally, the sender's ship or name is quoted as the source when the Notices to Mariners reporting the change is issued, unless the information is received through a foreign Notices to Mariners. Further communication from the Hydrographic Office to the sender of the hydrographic note will only be necessary to verify unusual features or abnormal values reported.

I.H. 102

HYDROGRAPHIC NOTE

(For Reporting Navigational Dangers/ Changes observed at Sea by Mariners)

1. Name of ship or sender	
2. Address of sender	
(i) E-mail	
(ii) Fax No.	
(iii) Tel. No.	
3. General Locality	
4. Chart / Publication Affected:	
(i) Chart published by INHO / UKHO / other (Specify).	
(ii) Chart No.	
(iii) Edition Date.	
(iv) Latest Edition of Indian N to M held	
5. Details of Changes / Dangers Observed.	
Object of Change.	
(i) Date/Time of observation	
(ii) Charted Observed	
(iii) Position/Area	
(a) Bathymetry:	
(i) Depth	
(ii) Depth Contour	
(iii) Channel Depth	
(b) Navigational Dangers:	
(i) New Shoals	
(ii) New Rocks	
(iii) New Reefs	
(iv) New Wrecks	
(v) New Nav-aid (Specify)	
(c) Casualties to existing Nav-Aids:	
(i) Buoys	
(ii) Lights	
(iii) Fog signals	
(iv) Racons	
(v) Transit Marks	
(vi) Leading Lines	
(vii) Clearance bearings	
(d) Designated Areas:	
(i) Exercise Areas	
(ii) Prohibited Areas	
(iii) Pilot Station	
(iv) Anchorage	
(v) Foul Ground	

(e) Port Information:	
(i) Berthing	
(ii) Cranage	
(iii) Tugs	
(iv) Dry Docks	
(v) Repair Facilities	
(vi) Pilotage	
(vii) Fuel	
(viii) Water	
(ix) Any other (Specify)	
(f) Environmental Data	
(i) Met information	
(ii) Tides and Tidal Stream	
(iii) Pollutants	
(iv) Effluents	
(v) Marine Life / Habitats	
(g) Other changes, if any, with Details:	
6.Information on the Positions of Danger / Changes Reported above:	
(a) Positioning System used	
(b) Datum [WGS/Everest/ Local (Specify)]	
(c) Accompanying plots / photographs if any	
7.Information on the Soundings / Depths Reported above:	
(a) Echo Sounder (Type) used	
(b) Draught of Vessel set on Echo Sounder	
(c) Observed water depth vis-à-vis charted depth	
(d) Echo-gram accompanying this report: Yes / No	
(e) Whether voltage drop existed in equipment at observation time	
(f) Data and Time of depth observation	
8. Limitations if any in Reporting the changes above	

Filled By
(Name & Designation)

Checked by
(Name & Designation)

Place
Date

I.H. 102a**HYDROGRAPHIC NOTE FOR PORT INFORMATION****(For Reporting Changes to Port Information)**

1 Name and Address of the Port.	
(a) Name	
(b) Address	
(c) Phone No's	
(d) Web Site	
(e) E Mail	
2 General Remarks	
(a) Principal activities and trade	
(b) Number of ships and tonnage handled per year	
(c) Maximum size of draught of vessel handled	
(d) Soft copy of port handbook	
3 Anchorages	
(a) Type/Purpose	
(b) Minimum depth	
(c) Shelter afforded	
(d) Holding Ground	
(e) Recommended Pilotage to the anchorages	
(f) Request Pilots appreciation to the approach of anchorage area	
4 Pilotage	
(a) Authority for request	
(b) Embarkation Position	
(c) Regulations	
(d) Documents to be provided	
(e) Request Pilots appreciation to the approach of inner harbor and berths.	
(f) Information on Vessel Traffic Management System (VTMS).	
(g) Navigational aid	
(i) List of beacons	
(ii) Buoys	
(iii) Lighthouses	
(iv) Any other information	
5 Directions	
(a) Entry and berthing information	
(b) Tides (Range of the tides)	
(c) Tidal stream information in the area	
(d) Type of season (max/min temperature, rain fall, wind speed and direction)	
6 Pollution Control	
Local regulation in force (if any)	

7 Tugs	
(a) Number available/Type	
(b) Maximum HP/Bollard Pull	
(c) Requesting authority	
(d) Availability times	
(e) Communication with tugs	
(f) Hiring charges	
8 Berthing and wharves	
(a) Type & number of berths available	
(b) Length	
(c) Depth alongside	
(d) Facilities available	
(e) Procedure for requesting berth and hiring charges.	
9 Cargo Handling	
(a) Containers	
(b) Lighters	
(c) Roll on / Roll off etc.	
10 Cranes	
(a) Brief details max lifting capacity, height of boom at warf level and outreach	
(b) Container handling facilities.	
11 Bridges	
Vertical clearance	
12 Repairs	
(a) Hull machinery and underwater	
(b) Ship and boat yards	
(c) Docking or slipway facilities (size or dimensions of vessels handled)	
(d) Hards and ramps	
(e) Divers/Diving Assistance	
13 Rescue and distress	
(a) Salvage, lifeboats, life guards etc	
14 Supplies	
(a) Fuel (type and quantities available)	
(b) Fresh water and rate of supply	
(c) Provisions	
(d) Chart agents	
15 Services	
(a) Radio/telegram/fax /telephone	
(b) Internet	
(c) Medical	
(d) Quarantine	
(e) counsel	
(f) Ship chandlery and stevedores	
(g) Compass adjustment	
(h) Tank cleaning	
(j) Hull painting	
(k) Police	
(l) Ambulance	

(m) Fire fighting (fixed and mobile facilities)	
(n) Navigational warning and weather bulletin	
(p) garbage disposal	
(q) Waste oil disposal	
(r) Helicopter landing facilities	
16 Communications	
(a) Road, rail and air services available	
(b) Nearest airport or airfield	
(c) Port radio and information service (Frequencies and operating hours)	
17 Port Authority	
Designation, address and phone number	
18 Security	
(a) Security of ports/ International Ship and Port Facility (ISPS) competence	
(b) Container Security Initiative (CSI)	
(c) Custom and Immigration regulation in ports	
19 Small craft facilities	
(a) Information and facilities for small craft yachts visiting the port	
(b) Yacht clubs, berths etc	
20 Shore leave	
21 Clubs recreation	
(a) information kiosk (location)	
(b) Foreign exchange firms/banks (within/near port area)	
(c) Places of interest near port	
(d) Hotels/ restaurants (Type of food served e.g Chinese, continental etc)	
22 Views (duly annotated), photographs (where permitted) of the approaches, leading marks, the entrance to the harbor etc.	
23 Any other information considered to be useful for the mariners	

Filled By
(Name & Designation)

Checked by
(Name & Designation)

Place
Date

To accompany Indian Notice to Mariners 361/09

Chart 2004(INT 7359)

BUOYS

Certain buoys may be unlit and position may vary, Mariners are advised to contact port authorities for latest information.

To accompany Indian Notice to Mariners 361/09

Chart 2045 (INT 7360)

BUOYS

Certain buoys may be unlit and position may vary, Mariners are advised to contact port authorities for latest information.

