



INDIAN NOTICES TO MARINERS



EDITION NO. 05 DATED 01 MAR 2010

(CONTAINS NOTICES 075 TO 092)

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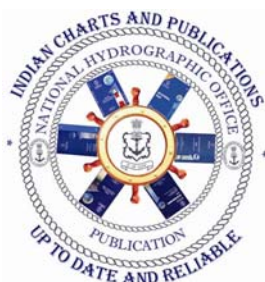
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(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)

FEEDBACK: inho_marinesafety@dataone.in



For Indian Ocean Area
INSIST ON INDIAN CHARTS AND
PUBLICATIONS
Original, Authentic and Up-to-Date



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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**



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 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.

NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2018 (INT 7321)	31-12-2009	APPROACHES TO KANDLA <u>Limits</u> 22° 42'.10N; 70° 02'.80E. 23° 02'.00N; 70° 16'.80E.	37,500	2	Rs. 1527.00
2030	31-01-2010	SRIVARDHAN AND BANKOT ANCHORAGES <u>Limits</u> 17° 55'.40N; 72° 50'.00E. 18° 04'.00N; 73° 04'.00E.	25,000	3	Rs. 1527.00

2. The newly released new edition Indian ENC's that are available for mariners in the market are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Date of Publication</i>
IN42072S	2072	SHIRALI AND BHATKAL	31-07-2009
IN43026A	3026	APPROACHES TO VADAREVU AND NIZAMPATNAM	15-10-2009
IN52023A	2023	KAVARATTI ISLAND	31-07-2009
IN52023B	2023	KILTAN ISLAND	31-07-2009

3. The new Indian Publication that is available for mariners in the market is as follows:-

<i>INP</i>	<i>Title</i>	<i>Price</i>
21(b)	LIST OF LIGHTS VOL (F & K) 2009	Rs. 1965.00

4. The Indian Charts permanently withdrawn are as follows:-

<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>
2018 (INT 7321)	31-08-2008	APPROACHES TO KANDLA	2018 (INT 7321)	31-12-2009
2030	31-08-2000	SRIVARDHAN AND BANKOT ANCHORAGES	2030	31-01-2010

5. The Indian Electronic Navigational Charts (ENCs) permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Date of Publication</i>
IN42072S	2072	APPROACHES TO SHIRALI AND BHATKAL	31-12-2003
IN43026A	3026	APPROACHES TO VADAREVU AND NIZAMPATNAM	15-01-2001
IN52014B	2014	BHATKAL	31-12-2003
IN52023A	2023	KAVARATTI ISLAND	31-12-2005
IN52023B	2023	KILTAN ISLAND	31-12-2005

6. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
356 (INT 7400)	CHENNAI TO RAMAYPATNAM	3,00,000	New Edition

7. The Forthcoming Electronic Navigational Charts (ENCs) are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>
IN42073C	2073	APPROACHES TO KUNDAPURA (COONDAPOOR)
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:

<p>The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248001 Uttarakhand, India Tele: +91-135- 2747365, Fax: +91-135-2748373 Email: inho@dataone.in in角度_marinesafety@dataone.in in角度_sales@dataone.in Website: www.hydrobharat.nic.in</p>	<p>Director, JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 India Ph: 91-22- 65103668 Fax: 91- 22- 67939504 Email: info@c-map.co.in Website: www.c-map.co.in</p>
<p>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</p>	<p>Director General Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:-gerry.larsson-fedde@statkart.no Website: - www.primar.org</p>

SECTION – I

The list of charts affected by the Notices 075 to 092 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
20	1	092
207	2	077
223	4	081,082,083
224	4	078
245	1	092
254(INT 7331)	2	077
288	1	089,090
289	1	090,092
290	1	092
317	4	084,085
357(INT 7397)	5	087,088
2013	2	075
2037	4	079
2048	3	080
2100	2	076
3003	5	088
3016	4	085
3025	5	086,087
3036	5	087,088
7070(INT 70)	1	091
7073(INT 70)	1	091
8004	1	092

SECTION – II
PERMANENT NOTICES

***075/(05/10) INDIA –WEST COAST – Gulf of Kachchh – Port of Okha – Buoy.**

Source: Okha port.

(HJ/1131/20)

Chart 2013 [previous update 356/09]

Delete



22° 28′.236N., 69° 05′.212E.

***076/(05/10) INDIA –WEST COAST – Approaches to Port of Pipavav – Port Pipavav – Buoy.**

Source: Pipavav Port.

(HJ/1130/08)

Chart 2100(Plan) [previous update 067/10]

Insert



No 11

Oc.G.6s

20° 55′.370N., 71° 31′.150E.

***077 (05/10) INDIA – West Coast – Due head to Gopinath point – Tapti oil field – Platforms.**

Source: DLL Mumbai.

(HJ/1130/08)

Chart 254 (INT 7331) [previous update 369/09]

Insert Racon (C) at platform

20° 32′.74N., 071° 58′.67E.

Chart 207 [previous update 258/09]

Insert Racon (C) at platform

20° 32′.74N., 071° 58′.67E.

***078/(05/10) INDIA – WEST COAST – Punnakayal – Port Limit. Legend.**

Source: Tamilnadu Maritime Board.

(HJ/930/81)

Chart 224[previous update 300/09]

Insert port limit, -----, joining:

08° 37′.79N., 78° 07′.64E.

(a) 08° 39′.50N., 78° 15′.00E.

(b) 08° 36′.00N., 78° 15′.00E.

08° 37′.51N., 78° 07′.63E.

legend, “Limit of Port of Punnakayal”, along:

(a) – (b) above

***079/(05/10) INDIA – WEST COAST – Valinokkam Anchorage – Port Limit. Legend.**

Source: Tamilnadu Maritime Board.

(HJ/930/91)

Chart 2037[previous update NC 15 May 02]

Insert port limit, -----, joining:

(a) 09° 09′.40N., 78° 38′.50E.

(b) 09° 05′.00N., 78° 38′.50E.

(c) 09° 05′.00N., 78° 43′.00E.

(d) 09° 11′.40N., 78° 43′.00E.

legend, “Limit of Port of Valinokkam”, along:

(a) – (b) above

(b) – (c) above

(c) – (d) above

***080/(05/10) INDIA – EAST COAST – Colachel (Kolachel) – Port Limit. Legend.**

Source: Tamilnadu Maritime Board.

(HJ/930/82)

Chart 2048[previous update 156/06]

Insert port limit, -----, joining: 08° 10′.40N., 77° 14′.80E.
 (a) 08° 09′.23N., 77° 14′.25E.
 (b) 08° 09′.45N., 77° 15′.60E.
 08° 10′.33N., 77° 15′.60E.

legend, “Port Limit of Kolachel”, along: (a) – (b) above

Delete port limit, -----, joining: 08° 10′.35N., 77° 14′.80E.
 (c) 08° 09′.80N., 77° 14′.25E.
 (d) 08° 09′.24N., 77° 15′.60E.
 08° 10′.17N., 77° 15′.63E.

legend, “Port Limit of Kolachel”, along: (c) – (d) above

***081/(05/10) INDIA – EAST COAST – Kanyakumari – Port Limit. Legend.**

Source: Tamilnadu Maritime Board.

(HJ/930/82)

Chart 223[previous update 227/08]

Insert port limit, -----, joining: 08° 05′.50N., 77° 35′.00E.
 (a) 08° 04′.00N., 77° 35′.00E.
 (b) 08° 04′.00N., 77° 33′.00E.
 08° 05′.50N., 77° 33′.00E.

legend, “Limit of Port of Kanyakumari”, along: (a) – (b) above

***082/(05/10) INDIA – EAST COAST – Koddankulam – Port Limit. Legend.**

Source: Tamilnadu Maritime Board.

(HJ/930/82)

Chart 223[previous update 081/10]

Insert port limit, -----, joining: 08° 09′.50N., 77° 39′.40E.(Shore)
 (a) 08° 07′.00N., 77° 39′.40E.
 (b) 08° 07′.00N., 77° 44′.00E.
 08° 10′.40N., 77° 44′.00E.(Shore)

legend, “Limit of Port of Koddankulam”, along: (a) – (b) above

***083/(05/10) INDIA – EAST COAST – Manappad – Port Limit. Legend.**

Source: Tamilnadu Maritime Board.

(HJ/930/81)

Chart 223[previous update 082/10]

Insert port limit, -----, joining: 08° 21′.20N., 78° 00′.95E.(Shore)

(a) 08° 18′.00N., 77° 59′.00E.

(b) 08° 19′.00N., 78° 05′.00E.

08° 21′.60N., 78° 02′.20E.(Shore)

legend, “Limit of Port of Manappad”, along: (a) – (b) above

***084/(05/10) INDIA – EAST COAST – Rameshwaram – Port Limit. Legend.**

Source: Tamilnadu Maritime Board.

(HJ/930/90)

Chart 317[previous update 221/09]

Insert port limit, -----, joining: 09° 19′.50N., 79° 19′.80E.

(a) 09° 19′.50N., 79° 29′.00E.

(b) 09° 14′.00N., 79° 29′.00E.

09° 14′.00N., 79° 21′.30E.

legend, “Limit of Port of Rameshwaram”, along: (a) – (b) above

***085/(05/10) INDIA – EAST COAST – Approaches to Mandapam – Pamban – Port Limit. Legend.**

Source: Tamilnadu Maritime Board.

(HJ/930/90)

Chart 317[previous update 084/10]

Insert port limit, -----, joining: 09° 17′.22N., 79° 13′.22E.(Shore)

(a) 09° 21′.50N., 79° 13′.22E.

(b) 09° 21′.50N., 79° 09′.27E.

09° 17′.07N., 79° 09′.27E.(Shore)

and

09° 16′.50N., 79° 08′.90E.(Shore)

(c) 09° 11′.75N., 79° 08′.90E.

(d) 09° 13′.50N., 79° 15′.72E.

09° 15′.52N., 79° 15′.72E.(Shore)

legend, “Limit of Port of Pamban”, along: (a) – (b) above

(c) – (d) above

Chart 3016[previous update NC 30 Sep 05]

Insert port limit, -----, joining: (a) 09° 17′.22N., 79° 13′.22E.(Shore)

(b) 09° 21′.50N., 79° 13′.22E.

(c) 09° 21′.50N., 79° 09′.27E.

(d) 09° 17′.07N., 79° 09′.27E.(Shore)

and

(e) 09° 16′.50N., 79° 08′.90E.(Shore)

(f) 09° 11′.75N., 79° 08′.90E.

(g) 09° 13′.32N., 79° 15′.00E.(E Border)

legend, “Limit of Port of Pamban”, along: (a) – (b) above

(b) – (c) above

(c) – (d) above

(e) – (f) above

(f) – (g) above

***086/(05/10) INDIA – EAST COAST – Silambi-mangalam – Port Limit. Legend.**

Source: Tamilnadu Maritime Board.

(HJ/1030/10)

Chart 3025[previous update 312/09]

Insert port limit, -----, joining: (a) 11° 34′.09N., 79° 45′.42E.
 (b) 11° 33′.59N., 79° 48′.92E.
 (c) 11° 31′.09N., 79° 48′.92E.
 (d) 11° 31′.79N., 79° 45′.92E.

legend, “Limit of Port of Silambi–mangalam”, along: (a) – (b) above
 (b) – (c) above
 (c) – (d) above

***087/(05/10) INDIA – EAST COAST – Thiruchopuram – Port Limit. Legend.**

Source: Tamilnadu Maritime Board.

(HJ/1030/10)

Chart 357(INT 7397) [previous update 056/10]

Insert port limit, -----, joining: 11° 36′.00N., 79° 45′.67E.
 (a) 11° 37′.00N., 79° 53′.00E.
 (b) 11° 33′.00N., 79° 53′.00E.
 11° 34′.00N., 79° 45′.70E.

legend, “Limit of Port of Thiruchopuram”, along: (a) – (b) above

Chart 3025[previous update 086/10]

Insert port limit, -----, joining: (a) 11° 34′.50N., 79° 52′.92E.(N Border)
 (b) 11° 33′.09N., 79° 52′.92E.
 (c) 11° 34′.09N., 79° 45′.62E.

legend, “Limit of Port of Thiruchopuram”, along: (a) – (b) above
 (b) – (c) above

Chart 3036[previous update 070/10]

Insert port limit, -----, joining: (a) 11° 36′.09N., 79° 45′.59E.
 (b) 11° 36′.75N., 79° 50′.40E.(E Border)

legend, “Limit of Port of Thiruchopuram”, along: (a) – (b) above

***088/(05/10) INDIA – EAST COAST – Cuddalore Anchorage – Cuddalore Terminal – Port Limit. Legend.**

Source: Tamilnadu Maritime Board.

(HJ/1030/10)

Chart 357 (INT 7397)[previous update 087/10]

Insert port limit, -----, joining: 11° 44′.40N., 79° 47′.40E.
 (a) 11° 44′.40N., 79° 50′.80E.
 (b) 11° 36′.75N., 79° 50′.80E.
 11° 36′.75N., 79° 45′.50E.

legend, “Limit of Port of Cuddalore”, along: (a) – (b) above

***088/(05/10) INDIA – EAST COAST – Cuddalore Anchorage – Cuddalore Terminal – Port Limit. Legend. (continued)**

Chart 3003[previous update NE 31 Aug 09]

Insert port limit, -----, joining: (a) 11° 44′.49N., 79° 47′.32E.
(b) 11° 44′.49N., 79° 50′.72E.
(c) 11° 40′.00N., 79° 50′.72E.(S Border)

legend, “Limit of Port of Cuddalore”, along: (a) – (b) above
(b) – (c) above

Chart 3036[previous update 087/10]

Insert port limit, -----, joining: (a) 11° 36′.84N., 79° 45′.42E.
(b) 11° 36′.84N., 79° 50′.40E.(E Border)

legend, “Limit of Port of Cuddalore”, along: (a) – (b) above

Delete port limit of Cuddalore with associated legend, “Limit of Port of Cuddalore”, joining: 11° 38′.17N., 79° 45′.78E.
11° 38′.17N., 79° 50′.40E.(E Border)

089/(05/10) SAUDI ARABIA – East Coast – Ra’s Tannurah Northwards – Fasht Gharibah North-eastwards – Northern Holding Anchorage – Foul.

Source: BA Notice – 892/10.

(HJ/1132/79)

Chart 288[previous update 061/10] WGS84 DATUM

Insert # 27° 06′.3N., 50° 18′.5E.


090/(05/10) QATAR – North Coast – Ra’s Rakan Northwards and Ra’s Laffan North-eastwards – Al Shaheen Oil Field – Wrecks. Obstructions. Wells. Depths.

Source: BA Notice – 893/10.

(HJ/1132/68)



Chart 288 [previous update 089/10] WGS84 DATUM

Insert  14₂ Wk 26° 26′.8N., 51° 13′.1E.
 13₂ Wk (a) 26° 25′.3N., 51° 15′.7E.
 15₂ Wk 26° 21′.8N., 51° 19′.1E.
 9₈ Wk (b) 26° 19′.2N., 51° 08′.7E.
 11₈ Obsn 26° 17′.5N., 51° 16′.3E.
 12₁ Wk (c) 26° 16′.5N., 51° 20′.7E.
 7₂ Wk (d) 26° 12′.7N., 51° 18′.0E.
 Well 26° 35′.0N., 51° 51′.8E.
26° 26′.7N., 51° 54′.0E.
26° 22′.3N., 51° 56′.4E.

Delete depth 18₉, close E of: (a) above
depth 10₈, close SE of: (b) above
depth 14₆, adjacent to: (c) above
 , adjacent to: (d) above

090/(05/10) QATAR – North Coast – Ra’s Rakan Northwards and Ra’s Laffan North-eastwards – Al Shaheen Oil Field – Wrecks. Obstructions. Wells. Depths. (continued)

Chart 289 [previous update 061/10] WGS84 DATUM

Insert			26° 26′.8N., 51° 13′.1E.
			26° 25′.3N., 51° 15′.7E.
			26° 21′.8N., 51° 19′.1E.
			26° 19′.2N., 51° 08′.7E.
			26° 17′.5N., 51° 16′.3E.
		(a)	26° 16′.5N., 51° 20′.7E.
		(b)	26° 12′.7N., 51° 18′.0E.
			26° 35′.0N., 51° 51′.8E.
			26° 26′.7N., 51° 54′.0E.
			26° 22′.3N., 51° 56′.4E.

Delete	depth 14 ₆ , adjacent to:	(a) above
	 , adjacent to:	(b) above

091/(05/10) INDIAN OCEAN – Île Amsterdam North-eastwards – Schlich Seamount, Brenner Seamount and Von Hochsteiter Seamount North-eastwards – Depths.





Source: BA Notice – 926/10.

(HJ/529/77)

Chart 7070 (INT 70) [previous update 247/09] COMPATIBLE WITH WGS84 DATUM

Insert			32° 30′.0S., 82° 22′.0E.
			32° 49′.0S., 84° 02′.0E.
			33° 45′.0S., 82° 56′.0E.
			34° 05′.0S., 82° 49′.0E.

Chart 7073 (INT 73) [previous update 196/09] COMPATIBLE WITH WGS84 DATUM

Insert			32° 49′.0S., 84° 02′.0E.
			33° 45′.0S., 82° 56′.0E.
			34° 05′.0S., 82° 49′.0E.
Substitute		for depth 428 and associated 1000m, 2000m and 3000m contours	32° 30′.0S., 82° 22′.0E.

092/(05/10) GULF OF OMAN – United Arab Emirates – Fujairah (Fujayrah) and Khawr Fakkan – Anchorage. Pilot boarding place. Legend.




Source: BA Notice – 1055/10.

(HJ/1132/53)

Chart 20 [previous update 035/10] WGS84 DATUM

Delete	 Deep Sea Pilots		25° 24′.0N., 56° 33′.5E.
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Chart 289 [previous update 090/10] WGS84 DATUM

Insert	 Khawr Fakkan		25° 22′.0N., 56° 31′.0E.
	 Fujairah	(a)	25° 15′.0N., 56° 30′.0E.
Delete	 , close W of:	(a) above	
	legend , See INM 272(P)/09, centered on:		25° 18′.0N., 56° 34′.0E.

092/(05/10) GULF OF OMAN – United Arab Emirates – Fujairah (Fujayrah) and Khawr Fakkan – Anchorage. Pilot boarding place. Legend.(continued)

Chart 290 [previous update 364/09] WGS84 DATUM



Insert	 <i>Khawr Fakkan</i>	25° 22′.0N., 56° 31′.0E.
	 <i>Fujairah</i>	25° 15′.0N., 56° 30′.0E.
Delete	legend , See INM 272(P)/09, centered on:	25° 18′.0N., 56° 34′.0E.

Chart 245 [previous update 351/09] WGS84 DATUM







Insert	 <i>Khawr Fakkan</i>	25° 22′.0N., 56° 31′.0E.
	 <i>Fujairah</i>	25° 15′.0N., 56° 30′.0E.
Delete	 legend , See INM 272(P)/09, centered on:	25° 14′.2N., 56° 27′.6E.
		25° 18′.0N., 56° 34′.0E.

Chart 8004 [previous update 071/10] WGS84 DATUM

Insert	 <i>Khawr Fakkan</i>	25° 22′.0N., 56° 31′.0E.
	 <i>Fujairah</i>	25° 15′.0N., 56° 30′.0E.
Delete	 legend , See INM 272(P)/09, centered on:	25° 14′.0N., 56° 26′.6E.
		25° 18′.0N., 56° 34′.0E.

Former INM 272(P)/09 is cancelled.



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

-Nil-



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:-

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<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 26 Feb 10.

2009 SERIES – 282 556 589

2010 SERIES – 048 052 066 067 068 078 079 081 082 084 089 091 092 094 097 098 099 101 102 103 104 105 106 107 109 110

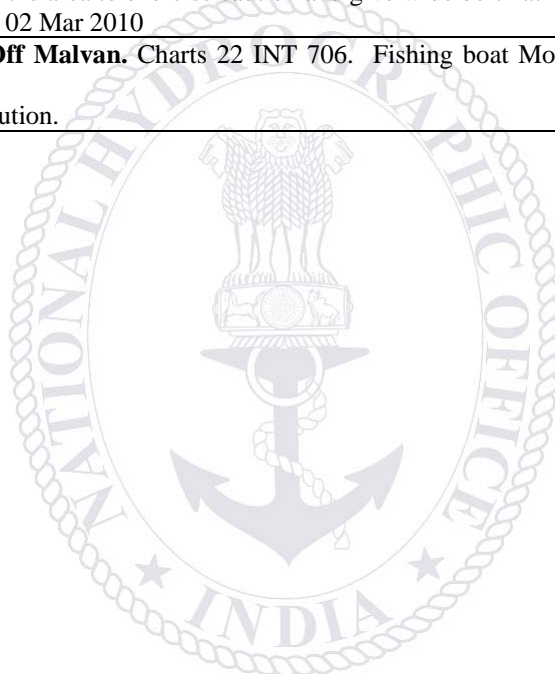
3. NAVAREA VIII Warnings issued during the period from 16 Feb 10 to 26 Feb 10 (both dates inclusive) are as tabulated below:-

<p>087. Self Canceling. Cancel Navarea VIII messages 357, 409 of 2009 and 060, 065 of 2010. Issued by INM edition 04 of 2010.</p>											
<p>088. Self Canceling. Following received from Navarea one is reproduced below</p> <p>Navarea one 037</p> <p>Mariners are advised that ECDIS may not display some isolated shoal depths when operating in "base or standard display" mode. Route planning and monitoring alarms for these shoal depths may not always be activated. To ensure safe navigation and to confirm that a planned route is clear of such dangers, mariners should visually inspect the planned route and any deviations from it using ECDIS configured to display "all data". The automated voyage planning check function should not be solely relied upon. The International Hydrographic Organization (IHO) is leading technical action to resolve this matter. Further information will be made available through notices to mariners.</p>											
<p>089. India West Coast – Arabian Sea. Charts 21 31 206 210 254 253 254 292 356 INT 705 INT 706. Seismic survey in progress by vessel BOS Angler till 28 Feb 2010 in area bounded by</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">(a) 20-25.85N</td> <td style="width: 25%;">070-54.24E</td> <td style="width: 25%;">(b) 20-17.18N</td> <td style="width: 25%;">070-54.26E</td> </tr> <tr> <td>(c) 20-17.22N</td> <td>071-35.74E</td> <td>(d) 20-25.89N</td> <td>071-35.75E</td> </tr> </table> <p>2. Vessel towing four in number streamers of 6000 metres length. Steamers are approx seven metres depth below the surface. Each trailing ends are attached to tail buoy with radar reflectors and flashing white light spread over a width of approx 400 metres.</p> <p>3. All vessels operating in the area to exercise caution and give wide berth at least 01 nm on either side 02 NM ahead and 05 NM astern of the vessel.</p> <p>4. Mariners are advised to:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">(a) Keep well clear of survey area and follow the safety fairway.</td> </tr> <tr> <td>(b) Vessel will also warn shipping by signaling appliances or morse code light if shipping gets close to clearing distance as mentioned.</td> </tr> <tr> <td>(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 operations.</td> </tr> </table> <p>5. Cancel this message on 01 Mar 2010.</p>	(a) 20-25.85N	070-54.24E	(b) 20-17.18N	070-54.26E	(c) 20-17.22N	071-35.74E	(d) 20-25.89N	071-35.75E	(a) Keep well clear of survey area and follow the safety fairway.	(b) Vessel will also warn shipping by signaling appliances or morse code light if shipping gets close to clearing distance as mentioned.	(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 operations.
(a) 20-25.85N	070-54.24E	(b) 20-17.18N	070-54.26E								
(c) 20-17.22N	071-35.74E	(d) 20-25.89N	071-35.75E								
(a) Keep well clear of survey area and follow the safety fairway.											
(b) Vessel will also warn shipping by signaling appliances or morse code light if shipping gets close to clearing distance as mentioned.											
(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 operations.											
<p>090. India East Coast – Bay of Bengal. Charts 31 32 INT 706. Underwater firing practice by Naval units between 0330 UTC and 0730 UTC on 20 Feb 2010 in area bounded by</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">(a) 14-55.00N</td> <td style="width: 25%;">084-05.00E</td> <td style="width: 25%;">(b) 14-55.00N</td> <td style="width: 25%;">083-45.00E</td> </tr> <tr> <td>(c) 15-15.00N</td> <td>083-45.00E</td> <td>(d) 15-15.00N</td> <td>084-05.00E</td> </tr> </table> <p>2. Cancel this message on 21 Feb 2010.</p>	(a) 14-55.00N	084-05.00E	(b) 14-55.00N	083-45.00E	(c) 15-15.00N	083-45.00E	(d) 15-15.00N	084-05.00E			
(a) 14-55.00N	084-05.00E	(b) 14-55.00N	083-45.00E								
(c) 15-15.00N	083-45.00E	(d) 15-15.00N	084-05.00E								
<p>091. India East Coast- Chennai. Charts 32 33 313 356 357 3001 3004 INT 706. Firing exercise by Naval coast battery from position 13-07.17N 080-18.70E between 0530 UTC to 0730 UTC on 26 Feb 2010.</p> <p>2. Danger zone sector of 11 NM radius between 045 degree and 075 degree from gun position.</p> <p>3. Safe flying height 12800 meters.</p> <p>4. Cancel this message on 27 Feb 2010.</p>											
<p>092. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Chank Tapu light position 22-32.80N 069-24.60E unlit.</p>											

<p>093. Self Cancelling. Navarea VIII-Warning Inforce</p> <p>2009 Series – 282 556 589 598 2010 Series – 003 048 052 066 067 068 073 074 075 076 078 079 081 082 084 085 086 088 089 090 091 092</p>																		
<p>094. India West Coast – Lakshadweep Sea. Charts 22 259 273 INT 705. Survey vessel Western Pride will deploy seismic equipment from 21 Feb 10 to 28 Feb 10 in area bounded by</p> <table> <tr> <td>(a)</td> <td>09-20.00N</td> <td>075-27.00E</td> <td>(b)</td> <td>10-00.00N</td> <td>075-27.00E</td> </tr> <tr> <td>(c)</td> <td>11-00.00N</td> <td>075-06.00E</td> <td>(d)</td> <td>11-00.00N</td> <td>074-05.00E</td> </tr> <tr> <td>(e)</td> <td>10-00.00N</td> <td>074-03.00E</td> <td>(f)</td> <td>09-20.00N</td> <td>074-30.00E</td> </tr> </table> <p>2. Vessel will tow eight streamers of 10000 metres length with each cable end marked with flashing white and blue light and radar reflector.</p> <p>3. All vessels operating vicinity to give wide berth at least 08 NM astern 03 NM abeam and ahead of the vessel and exercise caution.</p> <p>4. Cancel this message on 01 Mar 2010.</p>	(a)	09-20.00N	075-27.00E	(b)	10-00.00N	075-27.00E	(c)	11-00.00N	075-06.00E	(d)	11-00.00N	074-05.00E	(e)	10-00.00N	074-03.00E	(f)	09-20.00N	074-30.00E
(a)	09-20.00N	075-27.00E	(b)	10-00.00N	075-27.00E													
(c)	11-00.00N	075-06.00E	(d)	11-00.00N	074-05.00E													
(e)	10-00.00N	074-03.00E	(f)	09-20.00N	074-30.00E													
<p>095. India West Coast – Off Daman. Charts 21 22 254 292 INT 705. 05 life boats adrift in position 20-36.90N 072-06.30E.</p> <p>2. All vessels operating in vicinity are to keep a sharp lookout exercise caution and render assistance.</p>																		
<p>096. Self Cancelling. Cancel Navarea VIII message 095 of 2009.</p>																		
<p>097. India East Coast – Bay of Bengal. Charts 32 33 41 313 356 357 INT 71 INT 706. RH-560 dual mode ram jet sounding rocket launching scheduled from launch pad 13-41.73N 080-14.08E from 0230 UTC to 0530 UTC on 01 Mar 2010 to 07 Mar 2010</p> <p>2. Danger area as follows</p> <table> <tr> <td>(a)</td> <td colspan="5">Danger zone – 1. Circle of 12 NM around the launcher</td> </tr> <tr> <td>(b)</td> <td colspan="5">Danger zone–2. Sector between radii of 50 NM and 250 NM from launch pad coordinates and between azimuth angles 80 Deg and 120 Deg from true north</td> </tr> <tr> <td>(c)</td> <td colspan="5">Altitude 60 NM</td> </tr> </table> <p>3. Mariners to exercise caution.</p> <p>4. Cancel this message on 08 Mar 2010.</p>	(a)	Danger zone – 1. Circle of 12 NM around the launcher					(b)	Danger zone–2. Sector between radii of 50 NM and 250 NM from launch pad coordinates and between azimuth angles 80 Deg and 120 Deg from true north					(c)	Altitude 60 NM				
(a)	Danger zone – 1. Circle of 12 NM around the launcher																	
(b)	Danger zone–2. Sector between radii of 50 NM and 250 NM from launch pad coordinates and between azimuth angles 80 Deg and 120 Deg from true north																	
(c)	Altitude 60 NM																	
<p>098. India West Coast- Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval coast battery will be carried out on following dates</p> <table> <thead> <tr> <th>Date</th> <th>Time</th> </tr> </thead> <tbody> <tr> <td>02 Mar 2010</td> <td>0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC</td> </tr> <tr> <td>05 Mar 2010</td> <td>0900 UTC to 1200 UTC</td> </tr> </tbody> </table> <p>2. Danger area bounded by</p> <table> <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>3. Safe flying height 10000 metres.</p> <p>4. Cancel this message on 06 Mar 2010.</p>	Date	Time	02 Mar 2010	0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC	05 Mar 2010	0900 UTC to 1200 UTC	(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
Date	Time																	
02 Mar 2010	0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC																	
05 Mar 2010	0900 UTC to 1200 UTC																	
(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>099. India West Coast –Mormugao. Charts 22 214 215 256 257 INT 706. Naval aircrafts will carry out firing practice from 0230 UTC to 1230 UTC from 01 Mar 2010 to 07 Mar 2010 in area bounded by</p> <table> <tr> <td>(a)</td> <td>15-13.00N</td> <td>073-57.00E</td> <td>(b)</td> <td>15-13.00N</td> <td>073-52.00E</td> </tr> <tr> <td>(c)</td> <td>15-11.00N</td> <td>073-57.00E</td> <td>(d)</td> <td>15-11.00N</td> <td>073-52.00E</td> </tr> </table> <p>2. Safe flying height 3500 metres.</p> <p>3. Cancel this message on 08 mar 2010.</p>	(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						
(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													
<p>100. Self Cancelling. Cancel Navarea VIII message 003 of 2010. Promulgated sufficiently.</p>																		
<p>101. Cancel Navarea VIII message 598 of 2009. India West Coast – Kochi Harbour. Charts 22 220 259 2004 2029 INT 706. Kochi channel buoy no 09 relaid in position 09-58.03N 076-14.07E and buoy no 06 in position 09-58.02N 076-12.38E off station. Buoy no 8 in position 09-58.10N 076-13.23E unlit.</p> <p>2. Mariners to exercise caution.</p>																		
<p>102. India East Coast – Off Suryalanka. Charts 31 32 355 3026 INT706. Firing exercise by air defence gun and missiles from firing point 15-50.50N 080-29.50E between 0130 UTC to 1630 UTC on 04 Mar 05 Mar 11 Mar 12 Mar 18 Mar 19 Mar 25 Mar and 26 Mar 2010 . Danger area an arc of 60 NM radius between 100 degree and 210 degree from firing point.</p> <p>2. No over flight and shipping activity permissible over the danger area.</p> <p>3. Cancel this message on 27 Mar 2010</p>																		

<p>103. India West Coast- Arabian Sea. Charts 22 256 293 INT705. Firing practice by Naval ships will be carried out between 0130 UTC to 1030 UTC on 03 mar 2010. Danger area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>17-48.00N</td> <td>071-52.00E</td> <td>(b)</td> <td>17-48.00N</td> <td>072-10.00E</td> </tr> <tr> <td>(c)</td> <td>17-28.00N</td> <td>072-10.00E</td> <td>(d)</td> <td>17-28.00N</td> <td>071-52.00E</td> </tr> </table> <p>2. Safe flying height 8000 metres.</p> <p>3. Cancel this message on 04 Mar 2010.</p>	(a)	17-48.00N	071-52.00E	(b)	17-48.00N	072-10.00E	(c)	17-28.00N	072-10.00E	(d)	17-28.00N	071-52.00E																																																
(a)	17-48.00N	071-52.00E	(b)	17-48.00N	072-10.00E																																																							
(c)	17-28.00N	072-10.00E	(d)	17-28.00N	071-52.00E																																																							
<p>104. Cancel Navarea VIII message 086 of 2010. India East Coast –Bay of Bengal. Charts 31 32 355 INT706. Survey vessel pacific sword will carry out 3D seismic survey operations in areas and dates mentioned below</p> <p>(i) From 26 Feb 2010 to 03 Mar 2010 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>16-13.23N</td> <td>081-29.59E</td> <td>(b)</td> <td>16-09.38N</td> <td>081-37.27E</td> </tr> <tr> <td>(c)</td> <td>16-07.58N</td> <td>081-31.16E</td> <td>(d)</td> <td>16-08.36N</td> <td>081-29.59E</td> </tr> </table> <p>(ii) From 04 Mar 2010 to 17 Mar 2010 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>16-17.53N</td> <td>081-23.00E</td> <td>(b)</td> <td>16-11.15N</td> <td>081-43.10E</td> </tr> <tr> <td>(c)</td> <td>16-09.38N</td> <td>081-37.27E</td> <td>(d)</td> <td>16-13.23N</td> <td>081-29.59E</td> </tr> </table> <p>(iii) From 18 Mar 2010 to 31 Mar 2010 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>16-17.53N</td> <td>081-23.00E</td> <td>(b)</td> <td>16-15.09N</td> <td>081-39.54E</td> </tr> <tr> <td>(c)</td> <td>16-15.14N</td> <td>081-41.44E</td> <td>(d)</td> <td>16-12.15N</td> <td>081-47.28E</td> </tr> <tr> <td>(e)</td> <td>16-11.15N</td> <td>081-43.10E</td> <td></td> <td></td> <td></td> </tr> </table> <p>(iv) From 01 Apr 2010 to 14 Apr 2010 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>16-15.14N</td> <td>081-41.44E</td> <td>(b)</td> <td>16-15.14N</td> <td>081-52.07E</td> </tr> <tr> <td>(c)</td> <td>16-14.38N</td> <td>081-53.15E</td> <td>(d)</td> <td>16-14.00N</td> <td>081-53.17E</td> </tr> <tr> <td>(e)</td> <td>16-12.20N</td> <td>081-47.28E</td> <td></td> <td></td> <td></td> </tr> </table> <p>2. The vessel will tow two in number streamers of 5100 metres length with each cable end marked by orange colour tail buoy with flashing white and radar reflector.</p> <p>3. All vessels operating in the area are advised to give a wide berth of at least 04 NM all around the vessel and exercise caution.</p> <p>4. Cancel this message on 15 Apr 2010.</p>	(a)	16-13.23N	081-29.59E	(b)	16-09.38N	081-37.27E	(c)	16-07.58N	081-31.16E	(d)	16-08.36N	081-29.59E	(a)	16-17.53N	081-23.00E	(b)	16-11.15N	081-43.10E	(c)	16-09.38N	081-37.27E	(d)	16-13.23N	081-29.59E	(a)	16-17.53N	081-23.00E	(b)	16-15.09N	081-39.54E	(c)	16-15.14N	081-41.44E	(d)	16-12.15N	081-47.28E	(e)	16-11.15N	081-43.10E				(a)	16-15.14N	081-41.44E	(b)	16-15.14N	081-52.07E	(c)	16-14.38N	081-53.15E	(d)	16-14.00N	081-53.17E	(e)	16-12.20N	081-47.28E			
(a)	16-13.23N	081-29.59E	(b)	16-09.38N	081-37.27E																																																							
(c)	16-07.58N	081-31.16E	(d)	16-08.36N	081-29.59E																																																							
(a)	16-17.53N	081-23.00E	(b)	16-11.15N	081-43.10E																																																							
(c)	16-09.38N	081-37.27E	(d)	16-13.23N	081-29.59E																																																							
(a)	16-17.53N	081-23.00E	(b)	16-15.09N	081-39.54E																																																							
(c)	16-15.14N	081-41.44E	(d)	16-12.15N	081-47.28E																																																							
(e)	16-11.15N	081-43.10E																																																										
(a)	16-15.14N	081-41.44E	(b)	16-15.14N	081-52.07E																																																							
(c)	16-14.38N	081-53.15E	(d)	16-14.00N	081-53.17E																																																							
(e)	16-12.20N	081-47.28E																																																										
<p>105. India West Coast – Arabian Sea. Charts 21 31 206 210 254 253 254 292 356 INT 705 INT 706. Survey vessel Bos angler will carry seismic survey operations in areas and dates mentioned below</p> <p>(i) From 01 Mar 2010 to 12 Mar 2010 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>20-25.85N</td> <td>070-54.24E</td> <td>(b)</td> <td>20-17.18N</td> <td>070-54.26E</td> </tr> <tr> <td>(c)</td> <td>20-17.22N</td> <td>071-35.74E</td> <td>(d)</td> <td>20-25.89N</td> <td>071-35.75E</td> </tr> </table> <p>(ii) From 13 Mar 2010 to 31 Mar 2010 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>20-19.89N</td> <td>070-54.25E</td> <td>(b)</td> <td>20-31.27N</td> <td>070-54.25E</td> </tr> <tr> <td>(c)</td> <td>20-31.30N</td> <td>071-37.60E</td> <td>(d)</td> <td>20-19.93N</td> <td>071-37.42E</td> </tr> </table> <p>2. Vessel will be towing four in number streamers of 6000 metres length. Steamers are approx seven metres depth below the surface. Each trailing ends are attached to tail buoy with radar reflectors and flashing white light spread over a width of approx 400 metres.</p> <p>3. All vessels operating in the area to exercise caution and give wide berth at least 01 NM on either side 02 NM ahead and 05 NM astern of the vessel</p> <p>4. Mariners are advised to:</p> <table border="0"> <tr> <td>(a)</td> <td>Keep well clear of survey area and follow the safety fairway.</td> </tr> <tr> <td>(b)</td> <td>Vessel will also warn shipping by signalling appliances or morse code light if shipping gets close to clearing distance as mentioned.</td> </tr> <tr> <td>(c)</td> <td>Chase boats guarding the seismic survey vessel and streamers shall also direct shipping to keep clear of this vessel and streamers at all times during operations.</td> </tr> </table> <p>4. Cancel this message on 01 Apr 2010.</p>	(a)	20-25.85N	070-54.24E	(b)	20-17.18N	070-54.26E	(c)	20-17.22N	071-35.74E	(d)	20-25.89N	071-35.75E	(a)	20-19.89N	070-54.25E	(b)	20-31.27N	070-54.25E	(c)	20-31.30N	071-37.60E	(d)	20-19.93N	071-37.42E	(a)	Keep well clear of survey area and follow the safety fairway.	(b)	Vessel will also warn shipping by signalling appliances or morse code light if shipping gets close to clearing distance as mentioned.	(c)	Chase boats guarding the seismic survey vessel and streamers shall also direct shipping to keep clear of this vessel and streamers at all times during operations.																														
(a)	20-25.85N	070-54.24E	(b)	20-17.18N	070-54.26E																																																							
(c)	20-17.22N	071-35.74E	(d)	20-25.89N	071-35.75E																																																							
(a)	20-19.89N	070-54.25E	(b)	20-31.27N	070-54.25E																																																							
(c)	20-31.30N	071-37.60E	(d)	20-19.93N	071-37.42E																																																							
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<p>106. India West Coast- Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705. Seaward firing practice by Naval coast battery between 1030 UTC to 1230 UTC on 05 Mar 2010. Danger area is from 240 degree to 015 degree (through 270 degree) up to 13 NM seaward from position 22-28.70N 069-04.00E and danger area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>22-22.00N</td> <td>068-50.00E</td> <td>(b)</td> <td>22-37.00N</td> <td>068-53.00E</td> </tr> <tr> <td>(c)</td> <td>22-42.00N</td> <td>069-08.00E</td> <td>(d)</td> <td>22-29.00N</td> <td>069-04.00E</td> </tr> </table> <p>2. Safe flying height 13000 metres.</p> <p>3. Cancel this message on 06 Mar 2010.</p>	(a)	22-22.00N	068-50.00E	(b)	22-37.00N	068-53.00E	(c)	22-42.00N	069-08.00E	(d)	22-29.00N	069-04.00E																																																
(a)	22-22.00N	068-50.00E	(b)	22-37.00N	068-53.00E																																																							
(c)	22-42.00N	069-08.00E	(d)	22-29.00N	069-04.00E																																																							

107. Refer Navarea VIII message 067 of 2010. India East Coast – Bay of Bengal. Charts 31 32 352 355 357 358 INT 705. Following rigs have moved to new position as given below		
DEEP WATER FRONTIER	16-08.00N	082-35.00E
DISCOVERER SEVEN SEAS	16-23.59N	082-23.58E
DEEP WATER EXPEDITION	11-29.60N	080-08.30E
DEEP SEA MATDRILL	09-23.43N	079-16.70E
DHIRUBHAI DEEPWATER KG 2	16-20.05N	082-32.54E
BLACK FORD DOLPHIN	20-11.09N	087-19.38E
2. Wide berth requested.		
108. Self Cancelling. Navarea VIII-Warning Inforce		
2009 Series – 282 556 589		
2010 Series –048 052 066 067 068 078 079 081 082 084 089 091 092 094 097 098 099 101 102 103 104 105 106 107		
109. Tanzanian Waters – Off Dar es Salaam. Charts INT 70 INT 71 INT 72 INT 701. Under water cable clearance operation will be carried out by Blue Castor as follows		
Dates	Position	
27 Feb 2010	06-42.20S	039-21.60E
28 Feb 2010	06-44.00S	039-53.90E
01 Mar 2010	06-42.50S	039-58.90E
2. All vessels operating in the area to exercise caution and give wide berth at least 01 NM.		
3. Cancel this message on 02 Mar 2010		
110. India West Coast – Off Malvan. Charts 22 INT 706. Fishing boat Mochanam adrift in position 15-41.00N 072-50.00E		
2. Mariners to exercise caution.		



SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

(Note: For hard copy in colour, kindly download from www.hydrobharat.nic.in Indian Notices to Mariners section)

Bay of Bengal Pilot (INP-2)
(Chapter-2, Page-102 to 104)
 (Source: Cuddalore Port)]

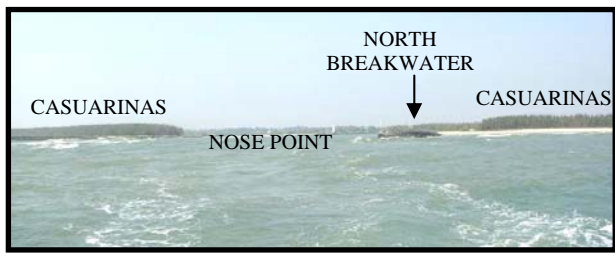
Delete Articles 2.34 to 2.40 and replace by:

Cuddalore Minor Port

2.34

Chart 3003(ENC-IN53003C)

1 **Cuddalore Port.** The principal port and capital of Cuddalore District in Tamil Nadu lies in position (11° 42'.5 N, 79° 46'.5 E) on a backwater formed by the confluence of estuaries of **Uppanar River** and **Gadilam River**.



(Photo Courtesy: INHO)

Cuddalore Port Entrance

2 **Function.** Cuddalore Port is an open roadstead port. Ships anchor at the open sea; loading and unloading of cargo takes place by means of lighters/steel barges. The port is rehabilitated at the cost of Rs 12 crores and undertook works such as strengthening the wharf, erection of high mass lights, dredging of Uppanar river from Nose Point to jetty and relaying of RCC approach road. All renovation works have been completed and the port is ready to handle any type of cargo and invites port users.

3 Chief exports are groundnuts, cotton piece goods, iron ore, cement and oils, rice bran, felspar, mosaic chips, seeds, pulses etc. The Principal imports are fertilizers, betel nuts, coal, grain and timber.

4 **Port Limit.** The Port Limit of Cuddalore Port is as follows:

- (a) 11° 44'.40 N, 79° 47'.40 E
- (b) 11° 44'.40 N, 79° 50'.80 E
- (c) 11° 36'.75 N, 79° 50'.80 E
- (d) 11° 36'.75 N, 79° 45'.50 E

2.35

1 **Coastal Topography.** The coast north and south of Cuddalore Port is low, sandy and fringed with casuarinas and palm trees.



(Photo Courtesy: INHO)

Coastline towards North of Cuddalore Port

2 **Number of ships and tonnage handled.**

No. of ships : 97 (2008-09)

Cargo handled: 4933 metric tonne (2008-09)

3 **Maximum size of draught of vessel handled.** Being an anchorage port, any size of vessel can be handled.

4 **Approach.** The Uppanar river is being dredged resulting sufficient depth available for barge navigation from Nose point to jetty. The depth available at the port entrance is about 2.5-3.0m at low tide. It has a minimum depth of about 4m alongside the wharf. Breakwater arms are made to both sides of the entrance channel and they are unlit. Swell may be experienced during approach between breakwaters.



(Photo Courtesy: INHO)

South breakwater

4 **Port Radio.** The port is provided with VHF channels 11 and 16 during 0900-1300 hr and 1400-1800 hr on other than holidays. On holidays, Port radio can be made available on request.

5 **Arrival Information.** 24 hr notice is required for entry and berthing to Cuddalore port. Copies of all statutory certificates should be submitted by the agents at the time of making entry. Anchorage position may be obtained with consultation of Port Authority on VHF 24 hr prior to the vessels arrival.

6 **Pilotage.** Requesting authority for pilotage is:

The Vice Chairman/ Chief Executive Officer
Tamil Nadu Maritime Board
Chennai-17

7 **Port Operation.** This port being an anchorage port, normal working hours are from 0600 to 1800 hr. But permission for night operation may be considered based upon the weather condition.

2.36

1 **Navigational Aids.** Cuddalore Light (11° 42'.42 N, 79° 46'.55 E) (Fl 5s) shown as beacon on chart is exhibited from a 18m high white circular concrete tower. A flag staff, 19m high and conspicuous stands about 0.5 cable NNW of lighthouse.



(Photo Courtesy: INHO)

Cuddalore Light house

2 **Storm Signals.** Storm signals are displayed from the flag staff; the extended system is used.

2.37

1 **Anchorage.** During the SW monsoon anchorage can be obtained in depths of 12-15m, good holding ground. The anchorage area is defined by following coordinates:

- 11° 42'.45 N, 79° 47'.70 E
- 11° 41'.50 N, 79° 47'.70 E
- 11° 41'.50 N, 79° 48'.70 E
- 11° 42'.45 N, 79° 48'.70 E

An anchorage for vessels carrying dangerous goods exists centered in position (11° 41'.89 N, 79° 49'.33 E) with an area of radius 5 cables. This is mostly used by vessels reporting for Chemplast Sanmar Marine Terminal located South of Cuddalore in position (11° 38'.38 N, 79° 46'.38 E), about 4 miles SSW.

Caution should be exercised while anchoring of the two dangerous wrecks shown on the chart.

2 **Wrecks and obstruction.** Two charted wrecks exist near Cuddalore Port mouth; one wreck with mast visible lies about 1.2 mile ENE and another about 8 cables SE of Cuddalore light.



(Photo Courtesy: INHO)

A dangerous wreck with mast visible near Cuddalore Port

3 A foul ground exists defined by following limits:

- 11° 41'.73 N, 79° 46'.80 E
- 11° 41'.36 N, 79° 46'.80 E
- 11° 41'.36 N, 79° 47'.07 E
- 11° 41'.73 N, 79° 47'.07 E

4 **Berthing and Wharves.** Port jetty of about 1132m in length and about 4m in depth alongside with fully equipped high mass illumination is available. It is suitable for handling of dry cargo, coal etc.

5 **Tide.** Tides in the Cuddalore Port area is semi diurnal with two high and two low waters. It has mean spring range of about 0.6m and a mean neap range of about 0.2m.

2.38

1 Facilities.

- One mobile crane of 10 ton capacity is available.
- There are many private owned steel barges available at the capacity of 250/400 tonne so as to handle liquid/dry cargo. This port has a record of handling cargo 2000 tonne per day.
- A open stacking area of 18 and 45 acres is available.
- Three RCC sheds each with a plinth area of 803m², capacity of 1700 metric tonne and size 61.75mX13.00mX7.00m are available.

2 Supplies.

Supplies	Description
Fuel	Available locally and Chennai
Fresh water	Available
Provisions	Available
Charts	Available through chart agents

3 Services.

Services	Description
Radio/Telegram/FAX/Telephone	Available
Internet	Available
Medical	Available
Quarantine	Available
Counsel	Available
Ship chandlery and stevedores	Available through agents
Police	Stationed in Cuddalore Port
Ambulance	Available locally
Fire fighting	Available locally
Navigational warning and weather bulletin	Yes
Garbage disposal	No
Waste oil disposal	No
Helicopter landing facilities	Available in Cuddalore Town

2.39

1 **Security.** The port is under processing for compliance of International Ship and Port Facility (ISPS) code. Custom and immigration regulation is in force in the port.

2 **Pollution Control.** As per prevailing rules for dust/ dangerous cargoes.

3 **Shore leave.** As per prevailing rules, shore leave is granted.

4 **Clubs/ Recreation.**

Services	Description
Information kiosk	Cuddalore and Puducherry
Foreign exchange firms/banks	Available
Places of interest near port	Puducherry, Chidambaram
Hotels/restaurants	Available

2.40

1 **Communication.**

Nearest Highway – NH 45A (1.5km)

Nearest Railhead – Cuddalore Port Junction (1.5km)

Nearest Airport – Chennai (165km),
Trichy (180km)

2 **Weather.**

Temperature : 40/26° (Max/Min)

Wind Direction: NE/E/SE

Wind Speed : 40/10km per hour (Max/Min)

3 **Port Authority.** is exercised by:

Port Officer

Port Office, Cuddalore

Dist - Cuddalore

Tamilnadu - 607 003

Tel: +91 4142 238025

Telefax: +91 4142 238026

Email: cuddaloreport@gmail.com

Web: <http://tamilnadumaritime.vndv.com>

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6483-53	- - N	28 47-80 S 32 05-07 E *	Fl G 3s	9	3	Pole 5 *	fl 0-3 *
D6483-54	- E Groyne	28 47-99 S 32 05-34 E *	Fl R 2s	9	3	Pole 5 *	fl 0-3 *
D6483-8	- Turning Basin. Ldg Lts 029°30'. Front. LM 2 *	28 47-58 S 32 03-68 E *	Fl R 3s	14	..	Yellow column, black bands 10 *	fl 1 *
F0386	Chank Tapu. Off N side	22 32.80N 69 24.60E	Fl W 15s	12	11	White square concrete tower, black bands	fl 1. TE 2010 *
F0752-5	Kiltan Island. NW Reef * * *	11 29-55 N 72 59-82 E * * *	Fl G 3s	3	7		* * *
F0914-5	Karaikal Port. Ldg Lts 270°. Front * * *	10 50-35 N 79 50-84 E * * *	Fl W 5s	12	5	Round metal structure	* * *
F0914-51	Karaikal Port. Ldg Lts 270°. Rear. 490m from front * * *	10 50-35 N 79 50-58 E * * *	Fl W 5s	24	5	Round metal structure Sync with front	* * *
F0914-53	Karaikal Port. S Breakwater * * *	10 50-22 N 79 51-42 E * * *	Fl(2)R 5s	7	7	Concrete structure 3	* * *
F0914-531	Karaikal Port. N Breakwater * * *	10 50-47 N 79 51-42 E * * *	Fl(2)G 5s	7	7	Concrete structure 3	* * *
F0914-55	Karaikal Port. Cargo Berth. 1 * * *	10 50-15 N 79 50-90 E * * *	Fl R 10s	6	2	Post	* * *
F0914-56	Karaikal Port. Cargo Berth. 2 * * *	10 49-91 N 79 50-94 E * * *	Fl R 10s	6	2	Post	* * *
F1182-6	Krabi. Khlong Si Bo Ya. Entrance. Ldg Lts 075-5°. Front. 7A * * *	7 56-15 N 98 59-45 E * * *	Fl W 3s	..	8	◇ on white beacon	* * *
F1182-601	Krabi. Khlong Si Bo Ya. Entrance. Ldg Lts 075-5°. Rear. 0-65M from front. 7B * * *	7 56-31 N 99 00-06 E * * *	Iso W 3s	..	10	◇ on white beacon	* * *
F1241	Natal	0 33-20 N 99 06-20 E	Fl W 3s	15	6	White beacon	TE 2010 *

7.2

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F1274-5	-Teluk Sinabang. UjungBabang. S of Point	2 30-41 N 96 23-81 E	Fl W 3s *	40	20	White metal framework tower 25	Vis 037-5°-306°(268-5°) except where obscured by Siumat
F1314-5	Remove from list						
F1653-5	Kuala Batu Pahat. Kuala Sungai Ayam	1 44-76 N 102 55-67 E	Fl R 3s *	12	5	Red □ on white column on pile *	*
F1690-65	Remove from list						
F1732-5	- Amber	1 17-87 N 103 54-35 E	Fl Y 2-5s	18	5	Yellow round concrete tower 15 *	Vis 256°-058°(162°)
F1807-1	- - - Rear. Pu Mantang	0 47-27 N 104 34-96 E	Fl(2)W 10s *	14	10	▽ on metal framework structure 10	fl 0-5, ec 2, fl 0-5, ec 7
F1838	-Pulau Midai (I)	2 59-62 N 107 46-35 E	Fl(4)W 20s *	158	26	White metal framework structure 20 *	(fl 0-3, ec 1-6) x 3, fl 0-3, ec 14 *
K0893	- Lampuyang (I)	3 49-62 S 102 16-67 E	Fl W 2s *	17	12	White GRP beacon 10	W060°-033°(333°).Ra refl *
K0928-65	Bakauheuni (I)	5 51-82 S 105 45-50 E	Q(2)G 5s *	10	6	Green Δ on green beacon	fl 0-5, ec 0-5, fl 0-5, ec 3-5 *
K1150	-Sangkapura (Kr Julpuk Tengah-Bawean). Pier. Near root (I)	5 51-32 S 112 39-15 E	LF1 W 5s *	21	20	White metal framework tower 20 *	fl 2 *
K1151	- Beringinan. Ldg Lts 359-5°. Front (I)	5 50-77 S 112 38-55 E	Fl W 1-5s *	5	6	White Δ on beacon	fl 0-5 *
K1052-9	Merak (I)	5 56-60 S 105 58-76 E	Fl(2)G 14s	..	10	Green Δ on green post	fl 0-3, ec 3, fl 0-3, ec 10-4 *
K1053-26	Merak Mas. Tg Sekong (I)	5 54-95 S 105 59-96 E	Fl R 4s *	..	10	Red □ on red metal pole *	fl 1 *
K1197	Remove from list- replaced by light buoy						
K1204	- Pasuruan. Kali Gembong (I)	7 37-85 S 112 54-86 E	Fl W 5s *	21	14	White mast 18 *	fl 0-5 *
K1263-5	- (I)	8 11-50 S 110 47-83 E	Fl G 4s *	14	12	Green Δ on green beacon	fl 0-5 *
K1263-7	- (I)	8 11-53 S 110 47-82 E	Fl R 3s *	14	12	Red beacon	fl 0-3 *

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. 04 dated 16 Feb 10)

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. 04 dated 16 Feb 2010)

*Page 85, India Section,
Insert before "Dahej"*

Dabhol Port

CALL: Dabhol Port
TELEPHONE: +91(0) 2358 248524
MOBILE: +91(0) 9422966102/9422377115
PROCEDURE: Pilot may be obtained by giving 72 hrs notice to Port Authorities.

Source :- RGPPL Terminal.

*Page 84, India Section, Cuddalore
Delete TELEPHONE, FREQUENCY, HOURS and PROCEDURE; replace by:*

TELEPHONE: +91(0) 4142 238025
TELEFAX: +91(0) 4142 238026
FREQUENCY: Ch 16; 11
HOURS: 0900-1300hr and 1400-1800hr (Local Time)
EMAIL: cuddaloreport@gmail.com
WEB: <http://tamilnadumaritime.vndv.com>
PROCEDURE: Vessels should send ETA 24 hr in advance.

Source :- Cuddalore Port

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.: +91-135- 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. 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)

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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 of the approaches, leading marks, the entrance to the harbor etc.	
23 Any other information considered to be useful for the mariners	

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