



INDIAN NOTICES TO MARINERS



EDITION NO. 17 DATED 01 SEP 2010

(CONTAINS NOTICES 220 TO 227)

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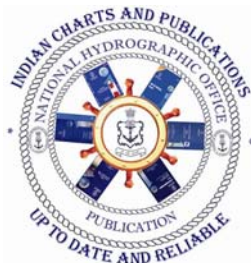
www.hydrobharat.nic.in

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

FEEDBACK: msis-incho-navy@nic.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

Observing changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Government of India at the above mentioned address/fax number/ E mail address immediately on discovering new or suspected dangers to navigation, changes/defects pertaining to navigational aids, and 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**



III

EXPLANATORY NOTES

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

- (a) Geographical positions given are in the horizontal datum of the current edition of the chart, unless otherwise stated.
- (b) Bearings are true, reckoned clockwise from 000° to 359°. Bearings to lights are from seaward.
- (c) Symbols referred to, are those shown on the chart 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. They should be inserted in pencil, by the user, on receipt.

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
IN3218KT	218	KASARAGOD TO TELLICHERRY	15-05-2010

3. The Indian Electronic Navigation Chart permanently withdrawn is as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
IN3218KT	218	KASARAGOD TO TELLICHERRY	31-05-2003

4. 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
2004 (INT 7359)	KOCHI (COCHIN HARBOUR)	25,000	New Edition
2045 (INT 7360)	PORT OF KOCHI (COCHIN)	7,500	New Edition
201	GORA CHAN CREEK TO GODIA CREEK	1,50,000	New Edition
224	MANAPPAD TO SETUKKARAI	1,50,000	New Edition
2012	ALLEPPEY ANCHORAGE; VILINJAM ANCHORAGE	25,000	New Edition
2052 (INT 7350)	APPROACHES TO PORT OF NEW MANGALORE	50,000	New Edition
2506	GRAND BAY; GRAND RIVIERE NOIRE BAY	25,000	New Chart

Availability of ENC's.

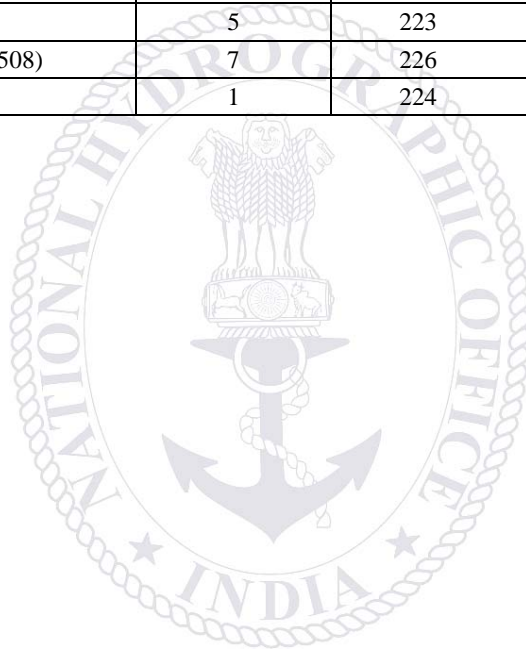
The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENC's through the world wide network of their agents and distributors. Updates are also made available as per the existing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

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-navy@nic.in msis-inho-navy@nic.in sales-inho-navy@nic.in Website: www.hydrobharat.nic.in	Director, JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400614 India Ph: 91-22- 65103668 Fax: 91- 22- 67939504 Email: info@c-map.co.in Website: www.c-map.co.in
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	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

SECTION – I

The list of charts affected by the Notices 220 to 227 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
20	1	224,225
32(INT754)	5	221,222
288	1	225
289	1	224
315	4	221
317	4	221
357(INT7397)	5	222
358(INT7394)	5	221
2021	2	227(P)
2079	2	227(P)
2054	2	220
3009	5	223
7508(INT508)	7	226
8004	1	224



SECTION – II
PERMANENT NOTICES

***220/(17/10) INDIA – WEST COAST– Veraval, Madhwad Bay– Anchor Berths – Tide rips – Legend.**

Source: Port Information.

(HJ/1130/09)

Chart 2054 [previous update NE 30 Apr 10]

Insert



20° 53'·52N., 70° 22'·66E.

20° 53'·39N., 70° 22'·35E.

20° 53'·11N., 70° 22'·55E.

20° 53'·26N., 70° 22'·81E.

20° 53'·32N., 70° 22'·55E.

tide rips,

20° 41'·95N., 70° 53'·50E.

Substitute

Legend, Lndg for Land, centered on:

20° 41'·60N., 70° 50'·08E.

***221/(17/10) INDIA – EAST COAST – Palk Strait – Mallipattinam – Light.**

Source: DLL Chennai.

(HJ/ 1030/10)

Chart 32(INT754) [previous update 111/10]

Insert



Fl.22M

10° 16'·20N., 79° 18'·80E.

Chart 358(INT7394) [previous update 221/09]

Insert



Fl.5s.48m22M

10° 16'·20N., 79° 18'·80E.

Chart 315 [previous update 121/08]

Insert



Fl.5s.48m22M

10° 16'·20N., 79° 18'·80E.

Chart 317 [previous update 085/10]

Insert



Fl.5s.48m22M

10° 16'·20N., 79° 18'·80E.

***222/(17/10) INDIA – EAST COAST – Poompuhar – Light.**

Source: DLL Chennai.

(HJ/ 1030/10)

Chart 32(INT754) [previous update 221/10]

Insert



Fl(4)20M

11° 08'·48N., 79° 51'·40E.

Chart 357(INT7397) [previous update 182/10]

Insert



Fl(4)15s.33m20M

11° 08'·48N., 79° 51'·40E.

***223/(17/10) INDIA – EAST COAST – Approaches to Kakinada – Kakinada Anchorage – buoys.**

Source: Kakinada Port.

(HJ/ 1029/67)

Chart 3009(Plan) [previous update 213/10]

Insert



Fl(2)G.4s3M

16° 58'·74N., 82° 17'·11E.



Fl.G.3s3M

16° 58'·63N., 82° 17'·23E.



Fl(2)G.5s3M

16° 58'·55N., 82° 17'·32E.

224/(17/10) IRAN, OMAN AND THE UNITED ARAB EMITES – Jask to Dubayy and Jazireh – Ye Qeshm – Restricted area. Maritime Limit. Legend. Note.

Source: BA Notice 4180/10.

(HJ/1132/64)

Chart 20 [previous update 207/10]

Insert	Limit of restricted area , TTTTTTT , joining:	26° 10′.2N., 55° 39′.5E. 26° 13′.9N., 55° 42′.0E. 26° 11′.1N., 55° 47′.9E. 26° 06′.6N., 55° 44′.8E.
Delete	Maritime limit, pecked line , joining	26° 10′.7N., 55° 46′.9E. 26° 07′.1N., 55° 44′.5E. 26° 10′.2N., 55° 40′.0E. 26° 13′.3N., 55° 42′.0E.

Chart 289 [previous update 207/10]

Insert	Limit of restricted area , TTTTTTT , joining:	(a) 26° 10′.2N., 55° 39′.5E. (b) 26° 13′.9N., 55° 42′.0E. (c) 26° 11′.1N., 55° 47′.9E. (d) 26° 06′.6N., 55° 44′.8E.
Delete	Legend, “Restricted Area”, close W of: Maritime limit, pecked line , joining	(a)–(d) above 26° 10′.7N., 55° 46′.9E. 26° 07′.1N., 55° 44′.5E. 26° 10′.2N., 55° 40′.0E. 26° 13′.3N., 55° 42′.0E.

Chart 8004 [previous update 194/10]

Insert	Limit of restricted area , TTTTTTT , joining:	(a) 26° 10′.2N., 55° 39′.5E. (b) 26° 13′.9N., 55° 42′.0E. (c) 26° 11′.1N., 55° 47′.9E. (d) 26° 06′.6N., 55° 44′.8E.
Delete	Legend, <i>Restricted Area</i> (see Note), close W of: The accompanying note, RESTRICTED AREA, centred on: Maritime limit, pecked line , joining	(a)–(d) above 25° 57′.2N., 57° 22′.5E. 26° 10′.7N., 55° 46′.9E. 26° 07′.1N., 55° 44′.5E. 26° 10′.2N., 55° 40′.0E. 26° 13′.3N., 55° 42′.0E.

225/(17/10) QATAR TO SHATT AL ARAB – Pipe.

Source: BA Notice 4181/10.

(HJ/1132/79)

Chart 20 [previous update 224/10]

Insert	⊙ Enclosed by dangerline, Pipe Rep	27° 36′.4N., 50° 24′.00E.
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Chart 288 [previous update 175/10]

Insert	⊙ Enclosed by dangerline, Pipe Rep	27° 36′.4N., 50° 24′.00E.
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226/(17/10) PACIFIC OCEAN– SOUTH CHINA SEA– Depths.

Source: BA Notice 4308/10.

(HJ/1026/02)

Chart 7508(INT508) [previous update 196/10]

Insert	depth 570 and extend 1000m contour NE to enclose depth 301 enclosed by 1000m contour	10° 59′.0N., 117° 53′.1E. 11° 59′.0N., 118° 29′.8E.
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SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

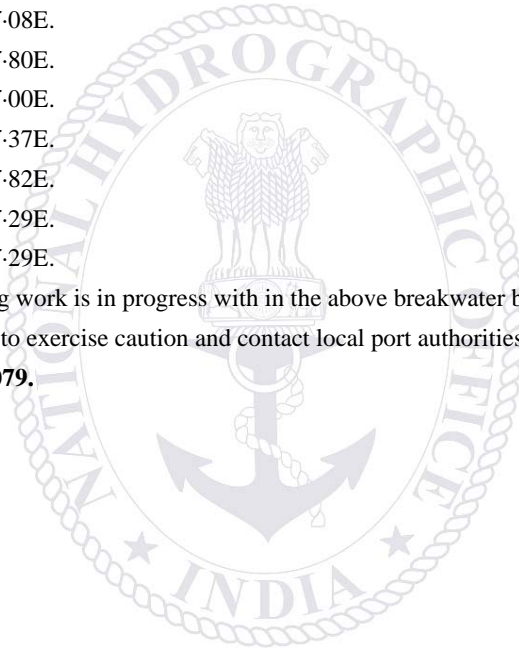
***227(P)/(17/10) INDIA – WEST COAST – Approaches to Mundra Port – Mundra Port – Construction Work.**

Source: Mundra Port.

(HJ/1131/20)

1. West terminal Breakwater is under construction joining following coordinates.
22° 46′.81N., 69° 33′.76E.
22° 45′.21N., 69° 32′.99E.
22° 45′.14N., 69° 33′.03E.
22° 44′.79N., 69° 33′.86E.
22° 44′.66N., 69° 34′.01E.
2. South terminal Breakwater is under construction joining following coordinates.
22° 44′.93N., 69° 40′.08E.
22° 44′.18N., 69° 39′.80E.
22° 43′.74N., 69° 41′.00E.
22° 43′.78N., 69° 41′.37E.
22° 43′.84N., 69° 41′.82E.
22° 43′.92N., 69° 42′.29E.
22° 43′.96N., 69° 42′.29E.
3. Construction/dredging work is in progress with in the above breakwater boundaries.
4. Mariners are advised to exercise caution and contact local port authorities for more information.

Charts Affected – 2021 – 2079.



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>		

List of Indian Chart Agents.

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9910891631, 9810705062 Email: ravipani@indiatimes.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: sales@bogerdmartin.com, sarmarin@vsnl.com	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: ewsbom@bom3.vsnl.net.in
M/s C & C Marine Combine 25 Bank Street, 1 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts and Publications New No. 221, Old No. 107, Unit No. F9, Hotel Chennai Palace, Angappa Naicken Street Chennai – 600001, Telefax : 044-42165008 Email: maritimeindia@airtelmail.in
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: raj_chakravorty@yahoo.com, info@c-map.co.in Website: www.c-map.co.in
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956/6907, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in, charts@ mtnl.net.in	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com, pramod@inspireship.com

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 31 Aug 10.

2010 SERIES - 252 297 303 314 315 352 361 379 380 389 396 399 437 438 440 441 442
449 450 454 457 459 460 461 462 466 470 471 472 474 477 478 480 482 483 484

3. NAVAREA VIII Warnings issued during the period from 16 Aug to 31 Aug 10 (both dates inclusive) are as tabulated below:-

459. India East Coast – Poompuhar. Charts 32 33 357 INT 706. Light beacon in position 11-08.48N 79-51.40E on thirty metres high tower at Poompuhar lighthouse functioning on permanent basis from 02 Aug 2010. Character – flash (4) every 15 seconds.														
460. India East Coast – Palk Strait. Charts 32 315 317 358 INT 706. Light beacon in position 10-016.2N 079-18.8E on fourty five metres high tower at mallipattinam lighthouse functioning on permanent basis from 02 Aug 2010 .character – flash(w) every 5 seconds.														
461. India West Coast – Arabian Sea. Charts 22 268 273 INT 72. Mini bulk carrier MV Nand Aparajita grounded in position 10-32.44N 072-37.15E. 2. All vessels in vicinity to keep sharp look out and navigate with extreme caution.														
462. Refer Navarea VIII Message 437 Of 2010. India East Coast – Bay of Bengal. Charts 31 32 355 INT 706. Rig Deep Water Frontier moved to new position 16-10.0N 082-39.0E. 2. Wide berth requested														
463. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery on following dates <table style="width: 100%; border: none;"> <thead> <tr> <th style="text-align: left;">Date</th> <th style="text-align: left;">Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>24 Aug 2010</td> <td>0900 to 1200</td> </tr> <tr> <td>27 Aug 2010</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> </tbody> </table> 2. Danger area bounded by <table style="width: 100%; border: none;"> <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> 3. Safe flying height 10000 metres. 4. Cancel this message on 28 Aug 2010.	Date	Time (UTC)	24 Aug 2010	0900 to 1200	27 Aug 2010	0900 to 1200 and 1230 to 1430	(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 (UTC)													
24 Aug 2010	0900 to 1200													
27 Aug 2010	0900 to 1200 and 1230 to 1430													
(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											
464. Self Cancelling. Cancel Navarea VIII message 453 of 2010														
465. Indian Ocean – Off Reunion Island. Charts INT 70 INT 71 INT 72 INT 702 INT 730 INT 735. Firing exercise on following dates <table style="width: 100%; border: none;"> <thead> <tr> <th style="text-align: left;">Date</th> <th style="text-align: left;">Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>21 Aug 2010</td> <td>1000 to 1330 and 1630 to 1830</td> </tr> <tr> <td>25 Aug 2010</td> <td>1000 to 1400</td> </tr> </tbody> </table> 2. Danger area bounded by <table style="width: 100%; border: none;"> <tbody> <tr> <td>(a) 21-12.0S</td> <td>054-57.0E</td> <td>(b) 21-26.0S</td> <td>055-02.5E</td> </tr> <tr> <td>(c) 21-31.2S</td> <td>054-47.4E</td> <td>(d) 21-17.2S</td> <td>054-42.0E</td> </tr> </tbody> </table> 3. Safe flying height 14500 metres. 4. Cancel this message on 251600 UTC Aug 2010.	Date	Time (UTC)	21 Aug 2010	1000 to 1330 and 1630 to 1830	25 Aug 2010	1000 to 1400	(a) 21-12.0S	054-57.0E	(b) 21-26.0S	055-02.5E	(c) 21-31.2S	054-47.4E	(d) 21-17.2S	054-42.0E
Date	Time (UTC)													
21 Aug 2010	1000 to 1330 and 1630 to 1830													
25 Aug 2010	1000 to 1400													
(a) 21-12.0S	054-57.0E	(b) 21-26.0S	055-02.5E											
(c) 21-31.2S	054-47.4E	(d) 21-17.2S	054-42.0E											
466. India West Coast – Pabewari Creek. Charts 21 201 251 271 291 INT 705. Unmanned platform Katrina length 110 metres width 25 (approx) metres adrift in aprox position 23-39.50N 068-16.14E. 2. Mariners to exercise caution.														

<p>467. India West Coast – Gulf Of Khambhat. Charts 21 209 210 254 292 INT 705. Firing by Coast Guard Aircraft on 23, 24 and 27 Aug 2010 from 0230 UTC to 1100 UTC. Danger area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>20-04.0N</td> <td>072-16.5E</td> <td>(b)</td> <td>20-07.0N</td> <td>072-20.0E</td> </tr> <tr> <td>(c)</td> <td>20-30.0N</td> <td>072-28.0E</td> <td>(d)</td> <td>20-30.0N</td> <td>072-08.0E</td> </tr> </table> <p>2. Safe flying height 5000 metres. 3. Cancel this message on 28 Aug 2010.</p>	(a)	20-04.0N	072-16.5E	(b)	20-07.0N	072-20.0E	(c)	20-30.0N	072-28.0E	(d)	20-30.0N	072-08.0E						
(a)	20-04.0N	072-16.5E	(b)	20-07.0N	072-20.0E													
(c)	20-30.0N	072-28.0E	(d)	20-30.0N	072-08.0E													
<p>468. India East Coast- Chennai. Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice by Naval Coast Battery from position 13-07.17N 080-18.70E between 0530 UTC to 0730 UTC on 27 Aug 2010.</p> <p>2. Danger zone sector of 11 NM radius between 045 degree and 075 degree from gun position. 3. Safe flying height 12800 metres. 4. Cancel this message on 28 Aug 2010.</p>																		
<p>469. Self Cancelling. Navarea VIII-Warning Inforce 252 297 303 314 315 352 361 379 380 389 396 399 437 438 440 441 442 445 446 448 449 450 454 457 459 460 461 462 463 465 466 467 468 of 2010</p>																		
<p>470. India West Coast – Gulf of Khambhat. Charts 21 207 254 INT 705 INT 706. Narmada channel marking buoy no 4 unlit.</p> <p>2. Mariners to exercise caution.</p>																		
<p>471. India East Coast – Off Paradeep. Charts 31 352 3010 INT 706. Paradeep Racon off air.</p> <p>2. Mariners to exercise caution.</p>																		
<p>472. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery on following dates</p> <table border="0"> <tr> <td>Date</td> <td>Time (UTC)</td> </tr> <tr> <td>31 Aug 2010</td> <td>0900 to 1200</td> </tr> <tr> <td>03 Sep 2010</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> </table> <p>2. 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>3. Safe flying height 10000 meters 4. Cancel this message on 04 Sep 2010</p>	Date	Time (UTC)	31 Aug 2010	0900 to 1200	03 Sep 2010	0900 to 1200 and 1230 to 1430	(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 (UTC)																	
31 Aug 2010	0900 to 1200																	
03 Sep 2010	0900 to 1200 and 1230 to 1430																	
(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>473. India West Coast – Off Okha. Charts 21 203 251 291 2068 INT 72 INT 705. White coloured fishing boat Amar Deep (length 13 metres) sunk in approx position 22-30.48N 069-05.49E.</p> <p>2. Mariners to exercise caution.</p>																		
<p>474. India West Coast – Off Okha. Charts 21 203 251 291 2068 INT 72 INT 705. Port hand unlighted buoy no 2 in position 22-29.52N 069-05.66E adrift.</p> <p>2. Mariners to keep sharp lookout and exercise caution.</p>																		
<p>475. Self Cancelling. Following received from Navarea one is reproduced below</p> <p>2. Mariners using ECDIS are advised not to rely solely on automated voyage planning and monitoring checks and alarms. It is recommended that mariners undertake careful visual inspection of the entire planned route to confirm that and any deviations from it, is clear of dangers. The ECDIS display should be configured to display all soundings during this inspection. Particular care should be taken when planned routes cross areas where only small scale ENC's (usage bands 1 and 2) are available. In some display configurations, such as when no names are shown, small islands and other point features may be difficult to identify or could be obscured by surrounding depth contours. Some ECDIS systems appear only to undertake route check functions on larger scale ENC's and therefore alarms might not activate. This may not be clearly indicated on the ECDIS display. The International Hydrographic Organization (IHO) is leading technical action to investigate these matters in consultation with ECDIS equipment manufacturers. Further information will be made available through Notices to Mariners.</p>																		
<p>476. Self Cancelling. Indian Ocean – Western Part. Charts INT 71 INT 72 INT 702. Possible operation of pirate action group consisting of one skiff and one dhow in position 13-46N 050-02E</p> <p>2. All vessels transiting the Indian Ocean off gulf of Aden, Somalia are advised to operate at a heightened state of readiness.</p>																		

477. India East Coast- Visakhapatnam. Charts 31 32 308 354 3002 3012 INT 706. Seaward firing practice by Naval Coast Battery from 1500 UTC to 1700 UTC on 01 Sep 2010. Danger area bounded by	
(a) 17-42.0N 083-18.0E	(b) 17-47.0N 083-32.0E
(c) 17-34.0N 083-30.0E	(d) 17-28.0N 083-18.0E
2. Safe flying height 13000 metres	
3. Cancel this message on 02 Sep 2010	
478. India West Coast – Mormugao. Charts 22 257 INT 705 INT 706. Firing practice by Naval Aircraft from 01 Sep to 07 Sep 2010 between 0230 UTC to 1230 UTC. 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 08 Sep 2010	
479. Self Cancelling. Cancel Navarea VIII message 473 of 2010.	
480. India East Coast- Bay of Bengal. Charts 31 301 351 352 3017 3031 INT 706. Experimental rocket launching scheduled from ITR launch complex between 0330 UTC and 1130 UTC from 05 Sep to 06 Sep 2010	
2. Danger zone bounded by following points	
(a) 21-22.06N 086-56.40E	(b) 21-19.15N 086-54.48E
(c) 21-12.83N 086-55.53E	(d) 20-40.30N 087-15.01E
(e) 19-04.81N 088-39.23E	(f) 19-21.95N 089-01.33E
(g) 20-57.58N 087-37.18E	(h) 21-21.25N 087-06.18E
(i) 21-23.31N 086-59.80E	
3. Mariners to exercise caution.	
4. Cancel this message on 07 Sep 2010.	
481. Self Cancelling. Navarea VIII-Warning Inforce 252 297 303 314 315 352 361 379 380 389 396 399 437 438 440 441 442 449 450 454 457 459 460 461 462 463 466 467 468 470 471 472 474 477 478 479 480 OF 2010	
482. Refer Navarea VIII message 437 of 2010. India East Coast – Bay of Bengal. Charts 31 32 INT 706. Following rigs moved to new position as given below.	
DHIRUBHAI DEEPWATER KG-2	16-30.70N 082-35.90E
DISCOVERER 534	17-00.00N 082-31.50E
2. Wide berth requested.	
483. 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 07 Sep 2010.	
2. Danger area from 240 degree to 015 degree (through 270 degree) up to 13 miles seaward from 22-28.7N 069-04.0E . Danger area bounded by	
(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
3. Safe flying height 13000 metres.	
4. Cancel this message on 08 Sep 2010.	
484. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing by Naval coast battery on following dates	
Date	Time (UTC)
07 Sep 2010	0900 to 1200
10 Sep 2010	0900 to 1200 and 1230 to 1430
2. 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
3. Safe flying height 10000 meters.	
4. Cancel this message on 11 Sep 2010.	

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 100)

(Source: INHO)

Article 2.21,

Insert after 10(a)

(aa) Cargo Berth1 Light (10° 50'.15 N, 79° 50'.90 E)

Fl R 10s 6m 2M

(ab) Cargo Berth2 Light (10° 49'.91 N, 79° 50'.94 E)

Fl R 10s 6m 2M

Article 2.21, para 11(c) column 3 Characteristics of Forward and Aft Transit

Delete text “Fl 1.5s” and replace by “Fl W 5s”

Article 2.21, para 11(d)

Delete table and replace by

Description	Position	Characteristics
North Breakwater Light	10° 50'.47N 79° 51'.42E	Fl(2) G 5s 9m 7M
South Breakwater Light	10° 50'.22N 79° 51'.42E	Fl(2) R 5s 9m 7M

Chapter 2 (Page 117 to 122)

{Source: INS Nirupak ROS: J(N)-165}

Page 117, Article 2.104,

Para 2, line 3

Delete text “red and” and replace by “white base and golden yellow top”

Article 2.105, para 2 line 1

Delete “6.4m” and replace by “5.7m”

Page 120, Article 2.117,

Para 3, line 2-3,

Delete text “an obelisk, 25m in height” and replace by “a ruined obelisk”

Page 122, Article 2.121,

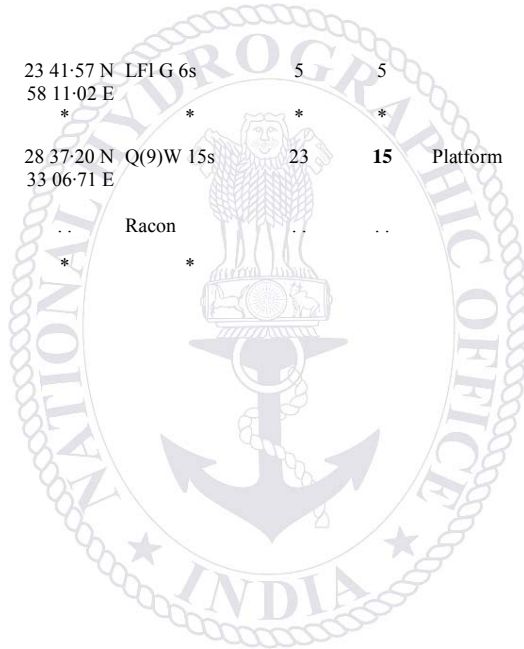
Para 4,

Delete line 1 and 2, and replace by

“A new temple stands 3.6 miles”

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7083-81	- Port Est. W Basin. Ldg Lts 265°. Front (FR)	20 55-95 S 55 18-66 E	Q G	25	3		*
D7083-82	- Port Est. W Basin. Ldg Lts 265°. Rear (FR)	20 55-95 S 55 18-61 E	Q G	34	3		*
D7288	- Passe Ouest. Banc des Salines. E end	11 36-11 N 43 07-57 E	Fl(3)G 6s	3	2	White square beacon	*
D7289-2	Remove from list						
D7322-93	Seeb Fishery Harbour. Main Breakwater	23 41-57 N 58 11-02 E	LFl G 6s	5	5		*
E8165	- BELAYIM OILFIELD Sherātīb Shoals. Petrobel D10 ---	28 37-20 N 33 06-71 E	Q(9)W 15s Racon	23	15	Platform	Other installations, marked by Mo(U)W lights, exist in this field ILRS Vol 2 Station 75490
F1005-95	Remove from list						
F1005-96	Remove from list						
F1005-98	Remove from list						
F1072	Remove from list						
F1078	Remove from list						
F1080	Remove from list						
F1124	Remove from list						
F1330-5	Remove from list.						
F1488	Remove from list						
F1693-8	Remove from list						
F1694-2	Remove from list						
F1694-8	Remove from list						
F9522-028	- WBW-P	5 31-18 N 105 37-48 E	Lit	Platform	*
K1086	Balongan (ID)	6 20-50 S 108 22-50 E	Fl(2)W 10s	White beacon	fl 0-5, ec 3, fl 0-5, ec 6. Reported missing (T) 2010
K1144-35	Juana Channel (ID)	6 38-76 S 111 10-76 E	Fl G 3s	5	4	Green Δ on beacon	fl 1. Damaged (T) 2010



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

INP 31(5), 1997

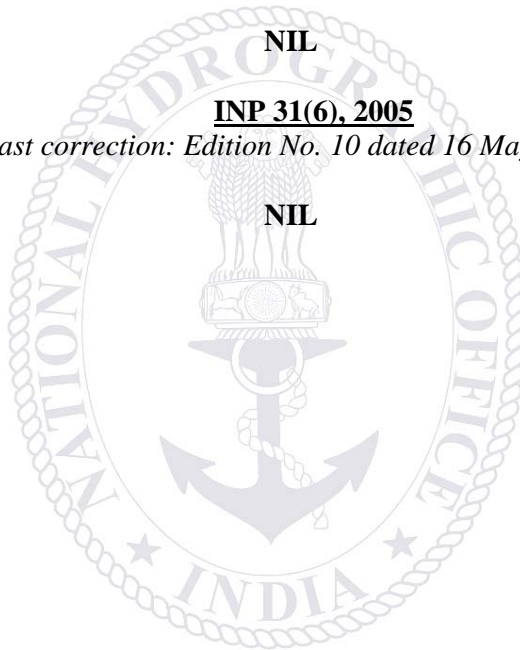
(Last correction: Edition No. 07 dated 01 Apr 09)

NIL

INP 31(6), 2005

(Last correction: Edition No. 10 dated 16 May 2010)

NIL



SECTION – IX **REPORTING OF NAVIGATIONAL DANGERS**

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

3. 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 harbour 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 harbour 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 224/10
Chart 8004

RESTRICTED AREA
(26°10'N 55°43'E)

Only authorised vessels should enter the restricted area shown on this chart. For further information, consult the local authority.

FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

SAR TELE: 1554 INMARSAT C (IOR) 441907210

CODE: 43 (TOLL FREE)

AFTN: VABBYXYC