

INDIAN NOTICES TO MARINERS



EDITION NO. 19 DATED 01 OCT 2012

(CONTAINS NOTICES 232 TO 239)

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CONTENTS

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

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

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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**



III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

IV

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

1. The new Indian 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> |
|---------------------------------|----------------------------|---|----------------|--------------|--------------------|
| 206 | 31-07-2012 | VERAVAL TO DIU HEAD Limits 20° 16'.50N; 69° 50'.00E. 21° 06'.75N; 71° 12'.80E. | 150,000 | 2 | Rs. 1870.00 |
| 251 (INT 7318) | 31-07-2012 | SIR CREEK TO DWARKA Limits 22° 13'.00N; 66° 21'.00E. 23° 54'.50N; 69° 06'.50E. | 300,000 | 2 | Rs. 1870.00 |

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

| <i>Chart No.</i> | <i>Date of Publication</i> | <i>Title</i> | <i>On Publication of New Chart / Edition</i> | <i>Date of Publication</i> |
|---------------------------------|----------------------------|----------------------------|--|----------------------------|
| 206 | 31-05-2001 | VERAVAL TO DIU HEAD | 206 | 31-07-2012 |
| 251 (INT 7318) | 31-08-2000 | SIR CREEK TO DWARKA | 251 (INT 7318) | 31-07-2012 |

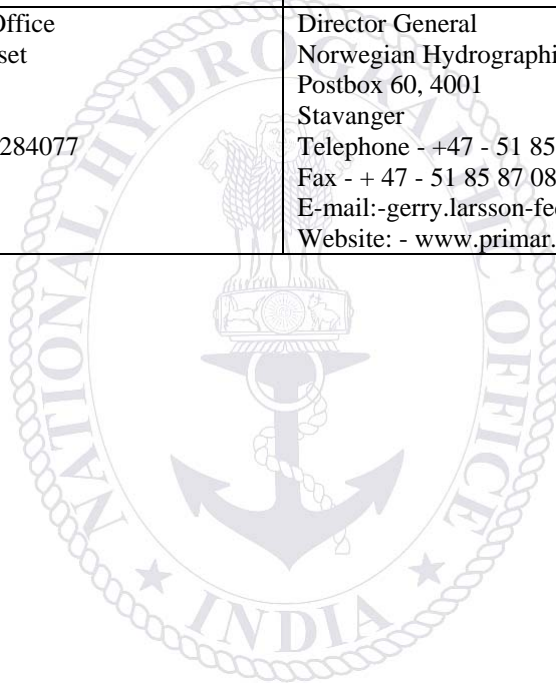
3. The forthcoming Indian Charts are as follows:-

| <i>Chart No</i> | <i>Title</i> | <i>Scale</i> | <i>Remarks</i> |
|----------------------------------|---------------------------------|----------------|--------------------|
| 2045 (INT 7360) | PORT OF KOCHI | 7,500 | New Edition |
| 2004 (INT 7359) | KOCHI HARBOUR | 25,000 | New Edition |
| 2029 (INT 7358) | APPROACHES TO KOCHI | 60,000 | New Edition |
| 391 | CHENNAI TO KALINGAPATNAM | 75,000 | New Edition |
| 252 (INT 7325) | OKHA TO VERAVAL | 300,000 | New Edition |

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:

| | |
|--|---|
| <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-navy@nic.in msis-inho-navy@nic.in sales-inho-navy@nic.in Website: www.hydrobharat.nic.in</p> | <p>Director, M/s JEPPESEN Norway AS PO Box 212 N-4379 Egersund Norway Tel: +47-51- 464 700 Fax: +47-51-464 701 Mob : +91-9322 238 542 Email: enc@jeppesen.com, info@c-map.co.in Website: www.jeppesen.com</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> |



TEMPORARY AND PRELIMINARY NOTICES

In Force 01 Oct 2012

(Former In Force List dated 01 July 2012 is cancelled)

Cancelled Notices

| <i>Area</i> | <i>Notice No.</i> |
|-------------|--|
| 1 | 506/04. |
| 2 | 255/10, 227/11, 152/12, 169/12. |
| 3 | 256/10, 110/11 059/12, 080/12, 151/12, 185/12, 199/12. |
| 4 | Nil. |

1. AFRICA EAST COAST, MADAGASCAR, RED SEA, ARABIA, PERSIAN GULF, PAKISTAN.

| <u>Notice</u> | <u>Charts Affected</u> | <u>Description</u> |
|---------------|--|---|
| 445/06 | 20 – 21 – 286 – 291 – 2088 – 2094 – 2095 – 2096 – 7703 (INT703) – 7705 (INT705) – 8009 – 8010. | ARABIAN SEA – RED SEA – Submarine cables. |
| 249/08 | 20 – 288 – 289 – 8004. | UNITED ARAB EMIRATES – QATAR – Submarine cables. |
| 354/08 | 20 – 289. | UNITED ARAB EMIRATES – Jazirat Das to Ras al Qila – Submarine pipeline. |
| 298/10 | 8004. | UNITED ARAB EMIRATES – Dubai (Dubayy) – Palm Deira North–westwards – Buoy. |
| 053/11 | 20 – 289. | UNITED ARAB EMIRATES – Jajo-rat Da-s North-Eastwads- Abu-Al Bu – Khoosh Oilfield – Oil Loading Terminal – Mooring buoy. Submarine Pipeline. |

2. INDIA WEST COAST – INDIAN OCEAN

| <u>Notice</u> | <u>Charts Affected</u> | <u>Description</u> |
|---------------|--|--|
| 085/09 | 2047. | INDIA – LAKSHADWEEP – Plans in Lakshadweep – Kalpitti to Parali Island – Agatti – Jetty. |
| 073/10 | 2016 (INT7336) – 2015 (INT7337) – 2001 – 2076 (INT7338). | INDIA – WEST COAST – Mumbai Harbour – Dredging Operation. Dumping Ground. |
| 152/11 | 2081 – 2100. | INDIA – WEST COAST – Pipavav Port – Dredging. |
| 153/11 | 255 (INT7334) – 211 – 2016 (INT7336). | INDIA – WEST COAST – Inner Approaches to Mumbai - Buoy. |
| 218/11 | 2022 (INT 7345) – 2020 – 2078 (INT 7346). | INDIA – WEST COAST – Port of Mormugao – Dredging. |
| 236/11 | 2019 – 2101. | INDIA – WEST COAST – Approaches to Hazira – Buoys. Beacons. Dredging. Wreck. |
| 119/12 | 2065. | INDIA – WEST COAST – Port Dabhol – Dredging Operation. Buoys. |

VIII

2. INDIA WEST COAST – INDIAN OCEAN (Continued)

| | | |
|--------|--|--|
| 126/12 | 2004(INT7359) – 2045(INT7360). | INDIA – WEST COAST – Port of Kochi – Kochi Harbour – Dredging. Channel Limit. |
| 149/12 | 21 – 22 (INT752) – 23 – 32 (INT754) – 214 – 215 – 221 – 253 (INT7328) – 257 (INT7343) – 259 (INT7356) – 260 (INT7362) – 261 – 262 – 263 (INT7383) – 272 – 292 (INT7021) – 293 (INT7022). | INDIA – WEST COAST – Arabian Sea – ADCP Moorings. |
| 168/12 | 215 – 216 – 2008 – 2010. | INDIA – WEST COAST – Karwar Naval Harbour – Navigational light. Beacon light. Transit marks. |
| 182/12 | 21 – 22 (INT752) – 249 – 250 – 291 – 292 (INT7021) – 293 (INT7022). | INDIA – ARABIAN SEA – Argo Floats. |
| 198/12 | 2034 | INDIA – WEST COAST – Hazira Port – Port Development. Dredging. |
| 213/12 | 21 – 22 (INT752) – 23 – 268 (INT7353) – 273 – 292 (INT7021) – 293 (INT7022) – 7703(INT703) – 7705 (INT705) – 7706 (INT706). | INDIA – WEST COAST – Arabian Sea – Data Buoys. Tsunami Buoy. |

3. INDIA EAST COAST – ANDAMAN NICOBAR, SRI LANKA, MYANMAR

| <u>Notice</u> | <u>Charts Affected</u> | <u>Description</u> |
|---------------|--|---|
| 185/09 | 225 – 2063. | SRI LANKA – WEST COAST – Colombo Harbour and Approaches – Depths. |
| 037/10 | 225 – 2063. | SRI LANKA – WEST COAST – Colombo Harbour and Approaches – Construction Work. Restricted area. Recommended routes. |
| 237/10 | 406 – 4010. | ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay – Light. |
| 124/11 | 4017 – 4005. | INDIA – NICOBAR ISLANDS – Nancowry Harbour and Approaches – Beacons. |
| 144/11 | 3001(INT7402) – 3004 (INT7403). | INDIA – EAST COAST – Chennai Harbour – Buoys. |
| 145/11 | 351 – 301 – 3011(INT7421). | INDIA – EAST COAST – Approaches to Hugli River. Works. |
| 238/11 | 3033 | INDIA – EAST COAST – Karaikal Port – Construction Work. Dredging. Jetty. |
| 094/12 | 33 – 41(INT757) – 402 – 403 – 404 – 405 – 406 – 407 – 408 – 409 – 471–472(INT7032)–473(INT7031) – 4016 – 4035. | INDIA – ANDAMAN SEA – Fish Aggregating Devices. |
| 116/12 | 31 – 32(INT 754) – 391 – 354(INT 7408). | INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges. |
| 143/12 | 31 – 32(INT 754) – 391 – 354(INT 7408). | INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges. |
| 150/12 | 31 – 32 (INT754) – 33 – 308 – 352(INT7416) – 354(INT7408) – 355(INT7405) – 357(INT7397) – 391. | INDIA – EAST COAST – Bay of Bengal – ADCP Moorings. |

IX

3. INDIA EAST COAST – ANDAMAN NICOBAR, SRI LANKA, MYANMAR (Continued)

| | | |
|--------|--|---|
| 167/12 | 31 – 32(INT 754) – 391 – 354(INT 7408). | INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges. |
| 183/12 | 31 – 32 (INT754) – 33 –354 (INT7408). | INDIA – BAY OF BENGAL – Argo Floats. |
| 184/12 | 31 – 32(INT 754) – 391 – 354(INT 7408). | INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges. |
| 200/12 | 31 – 322 – 323– 371 – 3020. | MYANMAR – WEST COAST – off Ramree Island – Dredging. |
| 211/12 | 31 – 32(INT754) – 33 – 41(INT757) – 404 – 405 – 472(INT7032) – 473(INT7031) – 7706(INT706) – 7707(INT707). | INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys. Tsunami Buoys. |
| 212/12 | 3034 | INDIA – EAST COAST – Krishnapatnam Port – Port Development. Dredging. |
| 225/12 | 31 – 321 – 322 – 371 – 3020. | BAY OF BENGAL – MYANMAR COAST – Combermere Bay to Cheduba Strait – Platform. |
| 239/12 | 352(INT7416) – 3010 (INT7418). | INDIA – EAST COAST – Paradip Port – Dredging. Restricted Area. |

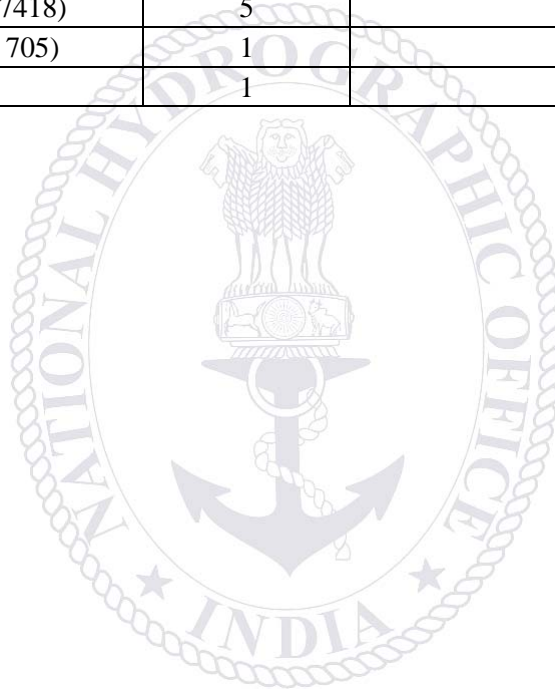
4. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA

| | | |
|--------|-------------------|---|
| 383/03 | 33 – 41(INT 757). | INDONESIA – Sumatera – North and Northwest Coasts – Restricted area. |
| 377/07 | 7508(INT508). | INDONESIA – Sumatera – Pulau Belitung West Coast – Tanjungpandan to Jawa North Coast – Pakis – Submarine cable. |
| 238/10 | 41(INT757) – 471. | INDONESIA – Sumatera – North West Coast – Pulau Bunta – Lights. |

SECTION – I

The lists of charts affected by the Notices 232 to 239 contained in this edition are as follows:

| CHART NUMBER | FOLIO NO. | NOTICE NO. |
|---------------------|------------------|-------------------|
| 20 | 1 | 237, 238 |
| 216 | 3 | 233 |
| 217 | 3 | 234 |
| 253 (INT 7328) | 2 | 232 |
| 254 (INT 7331) | 2 | 232 |
| 289 | 1 | 237, 238 |
| 292 (INT 7021) | 2 | 232 |
| 352 (INT 7416) | 5 | 236, 239(T) |
| 2006 | 4 | 235 |
| 2052 (INT 7350) | 3 | 234 |
| 3010 (INT 7418) | 5 | 239(T) |
| 7705 (INT 705) | 1 | 238 |
| 8004 | 1 | 238 |



SECTION – II

PERMANENT NOTICES

***232/(19/12) INDIA – WEST COAST – Approaches to Port Pipavav – Light.**

Source: NHO Dehradun.

Chart 292 (INT 7021) [previous update 222/12]

Amend light to, Fl(4)21M 20° 54'·24N., 71° 31'·58E.

Chart 253 (INT 7328) [previous update 173/12]

Amend light to, Fl(4)30s44m21M 20° 54'·24N., 71° 31'·58E.

Chart 254 (INT 7331) [previous update 202/12]

Amend light to, Fl(4)30s44m21M 20° 54'·24N., 71° 31'·58E.

***233/(19/12) INDIA – WEST COAST – Belekeri to Kundapura (Coondapoor) – Depths. Tower.**

Source: NHO Dehradun.

Chart 216 [New Edition 15 Mar 2011]

| | | | |
|----------------------------|-----------------|----------------------------|----------------------------|
| Insert | depth, 54 | 14° 44'·65N., 73° 47'·21E. | |
| | depth, 52 | 14° 43'·26N., 73° 48'·53E. | |
| | depth, 54 | 14° 41'·47N., 73° 49'·25E. | |
| | depth, 56 | 14° 40'·64N., 73° 47'·69E. | |
| | depth, 56 | 14° 39'·08N., 73° 48'·52E. | |
| | depth, 58 | 14° 37'·41N., 73° 47'·66E. | |
| | depth, 51 | 14° 35'·91N., 73° 51'·20E. | |
| | Delete | depth, 55 | 14° 44'·73N., 73° 47'·28E. |
| | | depth, 54 | 14° 43'·11N., 73° 48'·26E. |
| | | depth, 55 | 14° 41'·46N., 73° 48'·96E. |
| depth, 58 | | 14° 40'·64N., 73° 47'·37E. | |
| | depth, 57 | 14° 39'·03N., 73° 48'·39E. | |
| | depth, 59 | 14° 37'·39N., 73° 47'·25E. | |
| | depth, 52 | 14° 35'·69N., 73° 50'·82E. | |
| | Substitute | (50) for AIRTEL TR. (50) | 14° 33'·00N., 74° 19'·51E. |
| (54) for RELIANCE TR. (54) | | 14° 32'·75N., 74° 19'·56E. | |
| Move | depth, 52 from, | 14° 40'·25N., 73° 50'·24E. | |
| | to | 14° 40'·33N., 73° 50'·21E. | |

***234/(19/12) INDIA – WEST COAST – Approaches to Port of New Mangalore – Anchor Position.**

Source: New Mangalore Port Trust.

Chart 217 [previous update 127/12]

Insert  SPM 12° 56'·93N., 74° 39'·05E.

Chart 2052 (INT 7350) [previous update 127/12]

Insert  SPM 12° 57'·00N., 74° 39'·00E.

***235/(19/12) INDIA – LAKSHADWEEP – Minicoy Island – Light.**

Source: DGLL Cochin.

Chart 2006 [previous update 210/10]

Amend range of light to, 10M 08° 17'·50N., 73° 03'·95E.

***236/(19/12) INDIA – EAST COAST – Paradip Port – Legends.**

Source: Paradip Port Trust.

Chart 352 (INT 7416) [previous update 230/12]

Insert Accompanying note, “OIL PIPELINES”, centered on: 19° 58′.50N., 85° 13′.50E.

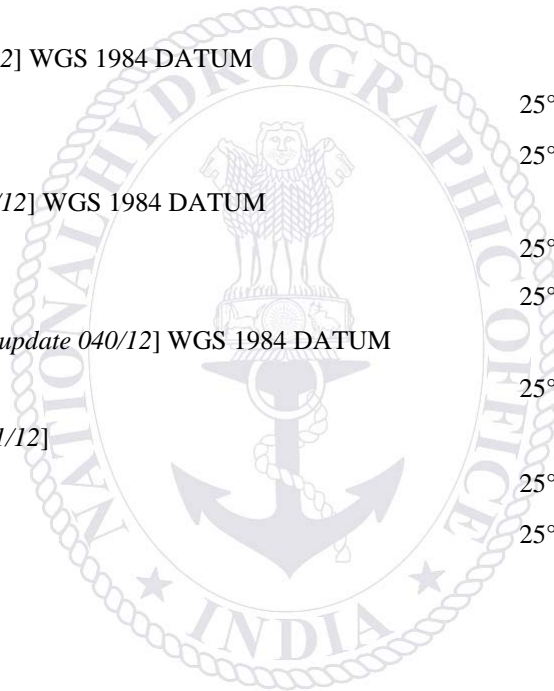
Substitute legend, “SPM F”, for, “IOCL SPM” centered on: 20° 04′.70N., 86° 42′.00E.

237/(19/12) IRAN – Strait of Hormuz to Qatar – Platform.

Source: BA Notice 4244/12.

Chart 20 [previous update 193/12] WGS 1984 DATUMInsert  26° 53′.90N., 52° 18′.60E.**Chart 289** [previous update 194/12] WGS 1984 DATUMInsert  26° 53′.90N., 52° 18′.60E.**238/(19/12) UNITED ARAB EMIRATES – Jask to Dubayy and Jazireh – Ye - Qeshm – Wreck.**

Source: BA Notice 4351/12.

Chart 20 [previous update 237/12] WGS 1984 DATUMInsert  Wk 25° 44′.90N., 55° 36′.10E.Delete  PD 25° 58′.00N., 55° 38′.00E.**Chart 289** [previous update 237/12] WGS 1984 DATUMInsert  Wk 25° 44′.90N., 55° 36′.10E.Delete  25° 58′.00N., 55° 38′.00E.**Chart 7705 (INT 705)** [previous update 040/12] WGS 1984 DATUMInsert  Wk 25° 44′.90N., 55° 36′.10E.**Chart 8004** [previous update 221/12]Insert  Wk 25° 44′.80N., 55° 36′.04E.Delete  PD 25° 57′.90N., 55° 37′.94E.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***239(T)/(19/12) INDIA – EAST COAST – Paradip Port – Dredging. Restricted area.**

Source: Paradip Port Trust.

1. Dredging is in progress in Paradip Harbour for deepening and extending of main navigational channel.
2. All vessels except those engaged in SPM operations and maintenance are to keep well clear of the “Restricted area” as indicated on charts while entering/leaving Paradip Port or while transiting off Paradip.
3. Mariners to exercise caution and contact local port authorities for more information.

Former INM 185(T)/12 is cancelled.

Charts affected – 352(INT7416) – 3010(INT7418).



SECTION – IV **MARINE INFORMATION**

1. **NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

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

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

(Source - NAVAREA VIII Warning 100/12)

3. **DISPLAY ANOMALIES IN SOME ECDIS**

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

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

(Source - NAVAREA VIII Warning 141/12)

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> | | |

List of Indian Chart Agents.

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| M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungli Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924293, Cell: +91-9477444392 Email: sankar_roy342@yahoo.in | M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: ashiskantha@gmiindia.in; Web: www.gmiindia.in |

SECTION – V
NAVAREA – VIII WARNINGS 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 – 2012.

2. NAVAREA VIII Warnings Inforce as on 30 Sep 12.

2011 SERIES – 442 596 708

2012 SERIES – 037 289 343 346 355 385 387 388 418 421 436 438 439 444 452 456 459 461
462 463 464 465 466 467 468 471 473

3. NAVAREA VIII Warnings issued during the period from 16 Sep to 30 Sep 12 (both dates inclusive) are as tabulated below: –

| | | | | |
|-------------|---|-----------|------------|--------------------------|
| 441. | India East Coast – Paradip. Charts 31 352 3010 INT 706. Paradip DGPS transmission off air. | | | |
| 2. | Caution advised. | | | |
| 442. | Cancel NAVAREA VIII 429/12. India East Coast – Bay of Bengal. Charts 31 351 352 3017 INT 71 INT 73 INT 706. Experimental flight trial scheduled from ITR launch complex between 0230 UTC to 0630 UTC on 19 Sep 12. Danger zone bounded by: | | | |
| | (a) | 20-48.33N | 087-02.58E | (b) 18-12.33N 086-07.11E |
| | (c) | 07-16.26S | 087-03.10E | (d) 07-10.46S 089-26.36E |
| | (e) | 06-52.76S | 091-48.58E | (f) 18-24.13N 088-30.45E |
| | (g) | 20-48.73N | 087-07.41E | |
| 2. | Caution advised. | | | |
| 3. | Cancel this MSG 190730 UTC Sep 12. | | | |
| 443. | India West Coast – off Mumbai. Charts 21 22 211 255 INT 705. Buoy (about 15 mtr long) reported capsized and adrift in vicinity 19-19.80N 072-08.26E at 180510 UTC Sep 12. | | | |
| 2. | Cancel this MSG 210510 UTC Sep 12. | | | |
| 444. | India East Coast – Bay of Bengal. Charts 31 32 33 41 354 355 357 391 INT 706. Rig list correct at 181002 UTC Sep 12: | | | |
| | ABAN II | 16-39.13N | 082-22.37E | |
| | ACTINIA | 16-07.35N | 081-54.73E | |
| | DEEP DRILLER-1 | 16-40.03N | 082-27.54E | |
| | DEEP SEA MATDRILL | 16-16.38N | 081-43.84E | |
| | DHIRUBHAI DEEPWATER KG-1 | 16-08.23N | 082-16.98E | |
| | GSF-140 | 16-31.68N | 082-28.43E | |
| | MG HULME JR | 16-35.70N | 082-27.09E | |
| | NOBLE DUCHESS | 16-16.45N | 082-11.86E | |
| | PLATINUM EXPLORER | 19-36.20N | 086-32.20E | |
| | PERRO NEGRO 3 | 11-30.12N | 079-56.06E | |
| | SAGAR VIJAY | 16-13.33N | 082-10.86E | |
| | SAGAR RATNA | 16-13.95N | 081-45.88E | |
| | wide berth requested. | | | |
| 2. | Cancel NAVAREA VIII 437/12. | | | |
| 445. | Andaman Sea – off Port Blair. Charts 41 404 405 473 4006 4016 INT 706. Firing by naval coast battery from 0730 UTC to 0930 UTC on 26 Sep 12 in area bounded by:- | | | |
| | (a) | 11-39.7N | 092-46.3E | (b) 11-40.6N 092-47.0E |
| | (c) | 11-38.7N | 092-53.1E | (d) 11-32.9N 092-48.3E |
| 2. | Safe flying height 7000 metres. | | | |
| 3. | Cancel this MSG 261030 UTC Sep 12. | | | |
| 446. | Andaman Sea – Passage Island. Charts 41 404 405 473 4006 4016 INT 706. Firing practice by naval ships from 0230 UTC to 1030 UTC on 25 Sep 12 in area bounded by:- | | | |
| | (a) | 11-17N | 092-34E | (b) 11-05N 092-34E |
| | (c) | 11-05N | 092-48E | (d) 11-17N 092-48E |
| 2. | Safe flying height 7000 metres. | | | |
| 3. | Cancel this MSG 251130 UTC Sep 12. | | | |
| 447. | India West Coast – off Azhikkal. Charts 22 218 258 2025 INT 706. Hydrographic survey will be carried out till 26 Sep 12 in area bounded by:- | | | |
| | (a) | 11-59.58N | 075-10.06E | (b) 11-59.58N 075-14.25E |
| | (c) | 12-01.30N | 075-14.25E | (d) 12-01.30N 075-10.06E |
| 2. | Caution advised. | | | |
| 3. | Cancel this MSG 270001 UTC Sep 12. | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----------|------------|------------|-----------|------------|------------|-----|-----------|------------|-----|-----------|------------|-----|-----------|------------|-----|-----------|------------|-----|-----------|------------|-----|-----------|------------|
| <p>448. Indian Ocean – off Reunion Island. Charts INT 70 INT 71 INT 72 INT 702 INT 735. Naval gunnery exercise from 210230 UTC to 220700 UTC Sep 12 in area bounded by:-</p> <table border="0"> <tr> <td>(a)</td> <td>21-12.0S</td> <td>054-57.0E</td> <td>(b)</td> <td>21-26.0S</td> <td>055-02.5E</td> </tr> <tr> <td>(c)</td> <td>21-31.2S</td> <td>054-47.4E</td> <td>(d)</td> <td>21-17.2S</td> <td>054-42.0E</td> </tr> </table> <p>2. Cancel this MSG 220800 UTC Sep 12.</p> | (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 | | | | | | | | | | | | |
| (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 | | | | | | | | | | | | | | | | | | | |
| <p>449. India West Coast – off Salsette. Charts 21 22 211 255 293 INT 705. Upturned multi colored buoy reported adrift in vicinity 19-11.36N 072-21.45E at 200645 UTC Sep 12.</p> <p>2. Cancel this MSG 230645 UTC Sep 12.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>450. India East Coast – off Pulicat. Charts 32 33 INT 71 INT 706. Firing practice by coast guard aircraft between 0230 UTC to 1130 UTC from 29 Sep to 30 Sep 12 danger area bounded by:-</p> <table border="0"> <tr> <td>(a)</td> <td>13-30N</td> <td>081-50E</td> <td>(b)</td> <td>14-30N</td> <td>081-50E</td> </tr> <tr> <td>(c)</td> <td>14-30N</td> <td>082-40E</td> <td>(d)</td> <td>13-30N</td> <td>082-40E</td> </tr> </table> <p>2. Safe flying height 2000 metres. 3. Cancel this MSG 301230 UTC Sep 12.</p> | (a) | 13-30N | 081-50E | (b) | 14-30N | 081-50E | (c) | 14-30N | 082-40E | (d) | 13-30N | 082-40E | | | | | | | | | | | | |
| (a) | 13-30N | 081-50E | (b) | 14-30N | 081-50E | | | | | | | | | | | | | | | | | | | |
| (c) | 14-30N | 082-40E | (d) | 13-30N | 082-40E | | | | | | | | | | | | | | | | | | | |
| <p>451. India East Coast – Chennai. Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice by Naval Coast Battery from 280530 UTC to 280730 UTC Sep 12</p> <p>2. Danger zone sector of 11 nm radius between 045 degree and 075 degree from 13-07.02N 080-18.01E 3. Safe flying height 12800 metres. 4. Cancel this MSG 280830 UTC Sep 12.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>452. Bay of Bengal – Northern Portion. Charts 31 32 391 INT 71 INT 706. Firing practice by naval ships between 0330 UTC to 0830 UTC from 30 Sep to 01 Oct 12 in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>16-09.0N</td> <td>083-59.0E</td> <td>(b)</td> <td>15-26.5N</td> <td>084-44.0E</td> </tr> <tr> <td>(c)</td> <td>14-38.0N</td> <td>084-07.5E</td> <td>(d)</td> <td>15-20.0N</td> <td>083-24.0E</td> </tr> </table> <p>2. Safe flying height 13000 metres. 3. Cancel this MSG 010930 UTC Oct 12.</p> | (a) | 16-09.0N | 083-59.0E | (b) | 15-26.5N | 084-44.0E | (c) | 14-38.0N | 084-07.5E | (d) | 15-20.0N | 083-24.0E | | | | | | | | | | | | |
| (a) | 16-09.0N | 083-59.0E | (b) | 15-26.5N | 084-44.0E | | | | | | | | | | | | | | | | | | | |
| (c) | 14-38.0N | 084-07.5E | (d) | 15-20.0N | 083-24.0E | | | | | | | | | | | | | | | | | | | |
| <p>453. Cancel NAVAREA VIII 435/12. and this MSG.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>454. Cancel NAVAREA VIII 445/12. Andaman Sea – off Port Blair. Charts 41 404 405 473 4006 4016 INT 706. Firing by naval coast battery from 0730 UTC to 0930 UTC on 26 Sep 12 in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>11-39.7N</td> <td>092-46.3E</td> <td>(b)</td> <td>11-40.6N</td> <td>092-47.0E</td> </tr> <tr> <td>(c)</td> <td>11-38.7N</td> <td>092-53.1E</td> <td>(d)</td> <td>11-32.9N</td> <td>092-48.3E</td> </tr> </table> <p>2. Safe flying height 7000 metres. 3. Cancel this MSG 261030 UTC Sep 12.</p> | (a) | 11-39.7N | 092-46.3E | (b) | 11-40.6N | 092-47.0E | (c) | 11-38.7N | 092-53.1E | (d) | 11-32.9N | 092-48.3E | | | | | | | | | | | | |
| (a) | 11-39.7N | 092-46.3E | (b) | 11-40.6N | 092-47.0E | | | | | | | | | | | | | | | | | | | |
| (c) | 11-38.7N | 092-53.1E | (d) | 11-32.9N | 092-48.3E | | | | | | | | | | | | | | | | | | | |
| <p>455. NAVAREA VIII – Messages in force as on 211006 UTC Sep 12. 2011 Series – 442 596 708 2012 Series – 037 289 343 346 355 385 387 388 405 408 414 418 421 423 428 436 438 439 441 444 446 447 448 449 450 451 452 453 454</p> <p>(a) NAVAREA VIII warnings less than 42 days old (405/12 onward) are promulgated via SafetyNET. (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in (c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.</p> <p>2. Cancel this MSG 281001 UTC Sep 12.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>456. INDIA EAST COAST – BAY OF BENGAL. Charts 32 33 356 INT 71 INT 706. Firing practice between 0230 UTC to 1130 UTC from 01 OCT to 07 Oct and 15 Oct to 21 Oct 12.</p> <p>2. Danger zone 05 nm radius around 13-50N 081-40E 3. Safe flying height 3500 metres. 4. Cancel this MSG 211230 UTC Oct 12.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>457. India East Coast – Baruva. Charts 31 353 INT 706 INT 71. Baruva light gpfl(2) w 15 seconds 20m established 18-52.13N 084-35.13E on trial basis on top of new black and white bands tower of 30 metres height . light unreliable.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>458. Cancel NAVAREA VIII 441/12 and this MSG. Paradip DGPS transmission on air.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>459. India East Coast – Bay of Bengal. Charts 31 351 352 353 INT 71 INT 73 INT 706. Experimental flight trial scheduled from ITR launch complex between 0300 UTC to 0730 UTC from 04 Oct to 05 Oct 12. Danger zone bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>18-15.96N</td> <td>085-45.86E</td> <td>(b)</td> <td>17-55.71N</td> <td>089-09.21E</td> </tr> <tr> <td>(c)</td> <td>19-11.85N</td> <td>089-38.06E</td> <td>(d)</td> <td>21-30.40N</td> <td>087-04.20E</td> </tr> <tr> <td>(e)</td> <td>21-14.38N</td> <td>086-46.41E</td> <td>(f)</td> <td>20-46.36N</td> <td>087-10.18E</td> </tr> <tr> <td>(g)</td> <td>19-18.41N</td> <td>087-27.05E</td> <td>(h)</td> <td>18-32.80N</td> <td>085-43.61E</td> </tr> </table> <p>2. Caution advised. 3. Cancel this MSG 050830 UTC Oct 12.</p> | (a) | 18-15.96N | 085-45.86E | (b) | 17-55.71N | 089-09.21E | (c) | 19-11.85N | 089-38.06E | (d) | 21-30.40N | 087-04.20E | (e) | 21-14.38N | 086-46.41E | (f) | 20-46.36N | 087-10.18E | (g) | 19-18.41N | 087-27.05E | (h) | 18-32.80N | 085-43.61E |
| (a) | 18-15.96N | 085-45.86E | (b) | 17-55.71N | 089-09.21E | | | | | | | | | | | | | | | | | | | |
| (c) | 19-11.85N | 089-38.06E | (d) | 21-30.40N | 087-04.20E | | | | | | | | | | | | | | | | | | | |
| (e) | 21-14.38N | 086-46.41E | (f) | 20-46.36N | 087-10.18E | | | | | | | | | | | | | | | | | | | |
| (g) | 19-18.41N | 087-27.05E | (h) | 18-32.80N | 085-43.61E | | | | | | | | | | | | | | | | | | | |

| <p>460. India West Coast – off Ratnagiri. Charts 22 INT 71 INT 705. Firing practice by naval ships from 060230 UTC to 080730 UTC Oct 12 in following areas:</p> <p>Area-I</p> <table> <tr> <td>(a) 17-08N 069-40E</td> <td>(b) 16-34N 070-46E</td> </tr> <tr> <td>(c) 14-22N 068-56E</td> <td>(d) 15-24N 066-38E</td> </tr> </table> <p>safe flying height 17000 metres.</p> <p>Area-II</p> <table> <tr> <td>(a) 14-22N 068-56E</td> <td>(b) 15-24N 066-38E</td> </tr> <tr> <td>(c) 14-31N 067-20E</td> <td>(d) 14-08N 068-18E</td> </tr> </table> <p>safe flying height 1500 metres.</p> <p>2. Cancel this MSG 080830 UTC Oct 12.</p> | (a) 17-08N 069-40E | (b) 16-34N 070-46E | (c) 14-22N 068-56E | (d) 15-24N 066-38E | (a) 14-22N 068-56E | (b) 15-24N 066-38E | (c) 14-31N 067-20E | (d) 14-08N 068-18E | | | | | | | | | | | | | | |
|--|---|--|------------------------|------------------------|--------------------|-------------------------------|--------------------|--------------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|-------------------------------|------------------------|------------------------|------------------------|------------------------|
| (a) 17-08N 069-40E | (b) 16-34N 070-46E | | | | | | | | | | | | | | | | | | | | | |
| (c) 14-22N 068-56E | (d) 15-24N 066-38E | | | | | | | | | | | | | | | | | | | | | |
| (a) 14-22N 068-56E | (b) 15-24N 066-38E | | | | | | | | | | | | | | | | | | | | | |
| (c) 14-31N 067-20E | (d) 14-08N 068-18E | | | | | | | | | | | | | | | | | | | | | |
| <p>461. India West Coast – Trivandrum. Charts 22 32 222 260 INT 706. RH-200 rocket launch from Thumba equatorial rocket launching station 08-31.98N 076-52.05E between 0830 UTC to 1030 UTC from 07 Oct to 09 Oct 12.</p> <p>2. Danger zones:</p> <table> <tr> <td>(a) Sector of radius 05 nm from launcher between azimuth angles 190 degree and 300 degree</td> </tr> <tr> <td>(b) Sector of radii 45 nm and 75 nm from the launcher between azimuth angles 220 degree and 260 degree</td> </tr> </table> <p>3. Cancel this MSG 091130 UTC Oct 12</p> | (a) Sector of radius 05 nm from launcher between azimuth angles 190 degree and 300 degree | (b) Sector of radii 45 nm and 75 nm from the launcher between azimuth angles 220 degree and 260 degree | | | | | | | | | | | | | | | | | | | | |
| (a) Sector of radius 05 nm from launcher between azimuth angles 190 degree and 300 degree | | | | | | | | | | | | | | | | | | | | | | |
| (b) Sector of radii 45 nm and 75 nm from the launcher between azimuth angles 220 degree and 260 degree | | | | | | | | | | | | | | | | | | | | | | |
| <p>462. India West Coast – Mormugao. Charts 22 214 215 257 293 2020 2022 INT 706. Hydrographic survey will be carried out till 10 Nov 12 in area bounded by:</p> <table> <tr> <td>(a) 15-18.3N 073-41.3E</td> <td>(b) 15-18.3N 073-51.3E</td> </tr> <tr> <td>(c) 15-32.3N 073-51.3E</td> <td>(d) 15-32.3N 073-41.3E</td> </tr> </table> <p>2. Wide berth requested.</p> <p>3. Cancel this MSG 110001 UTC Nov 12.</p> | (a) 15-18.3N 073-41.3E | (b) 15-18.3N 073-51.3E | (c) 15-32.3N 073-51.3E | (d) 15-32.3N 073-41.3E | | | | | | | | | | | | | | | | | | |
| (a) 15-18.3N 073-41.3E | (b) 15-18.3N 073-51.3E | | | | | | | | | | | | | | | | | | | | | |
| (c) 15-32.3N 073-51.3E | (d) 15-32.3N 073-41.3E | | | | | | | | | | | | | | | | | | | | | |
| <p>463. India West Coast – Gulf of Kachchh. Charts 21 203 2080 2083 INT 71. SPM 1 RACON(R) 22-34.22N 069-47.15E and SPM 3 RACON(O) 22-36.42N 069-49.91E inoperative.</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p>464. India West Coast – off Mumbai. Charts 21 22 211 255 292 293 INT 705. Super structure of wreck marker buoy MV Rak Carrier 18-46.72N 072-29.18E reported missing.</p> <p>2. Caution advised.</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p>465. Cancel NAVAREA 457/12. India East Coast – Baruva. Charts 31 353 INT 706 INT 71. Baruva light f(w) 15 seconds 20M established 18-52.13n 084-35.13e on trial basis on top of new black and white bands tower of 30 metres height. Light unreliable.</p> | | | | | | | | | | | | | | | | | | | | | | |
| <p>466. Cancel NAVAREA 460/12. India West Coast – off Ratnagiri. Charts 22 INT 71 INT 705. Firing practice by naval ships from 050030 UTC to 101230 UTC Oct 12 in following areas:</p> <p>Area-I</p> <table> <tr> <td>(a) 17-08N 069-40E</td> <td>(b) 16-34N 070-46E</td> </tr> <tr> <td>(c) 14-22N 068-56E</td> <td>(d) 15-24N 066-38E</td> </tr> </table> <p>Area-II</p> <table> <tr> <td>(a) 14-22N 068-56E</td> <td>(b) 15-24N 066-38E</td> </tr> <tr> <td>(c) 14-31N 067-20E</td> <td>(d) 14-08N 068-18E</td> </tr> </table> <p>2. Safe flying height 17000 metres.</p> <p>3. Cancel this MSG 101330 UTC Oct 12.</p> | (a) 17-08N 069-40E | (b) 16-34N 070-46E | (c) 14-22N 068-56E | (d) 15-24N 066-38E | (a) 14-22N 068-56E | (b) 15-24N 066-38E | (c) 14-31N 067-20E | (d) 14-08N 068-18E | | | | | | | | | | | | | | |
| (a) 17-08N 069-40E | (b) 16-34N 070-46E | | | | | | | | | | | | | | | | | | | | | |
| (c) 14-22N 068-56E | (d) 15-24N 066-38E | | | | | | | | | | | | | | | | | | | | | |
| (a) 14-22N 068-56E | (b) 15-24N 066-38E | | | | | | | | | | | | | | | | | | | | | |
| (c) 14-31N 067-20E | (d) 14-08N 068-18E | | | | | | | | | | | | | | | | | | | | | |
| <p>467. India West Coast – Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by naval coast battery:</p> <table> <thead> <tr> <th>Date</th> <th>Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>05 Oct 2012</td> <td>0900 to 1200</td> </tr> <tr> <td>09 Oct 2012</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>12 Oct 2012</td> <td>0900 to 1200</td> </tr> <tr> <td>16 Oct 2012</td> <td>0900 to 1200</td> </tr> <tr> <td>19 Oct 2012</td> <td>0900 to 1200</td> </tr> <tr> <td>23 Oct 2012</td> <td>0900 to 1200</td> </tr> <tr> <td>26 Oct 2012</td> <td>0900 to 1200</td> </tr> <tr> <td>30 Oct 2012</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> </tbody> </table> <p>2. Danger area bounded by:</p> <table> <tr> <td>(a) 09-57.5N 075-59.5E</td> <td>(b) 09-57.7N 076-14.2E</td> </tr> <tr> <td>(c) 09-44.0N 076-17.5E</td> <td>(d) 09-42.5N 076-09.5E</td> </tr> </table> <p>3. Safe flying height 10000 metres.</p> <p>4. Cancel this MSG 301530 UTC Oct 12.</p> | Date | Time (UTC) | 05 Oct 2012 | 0900 to 1200 | 09 Oct 2012 | 0900 to 1200 and 1230 to 1430 | 12 Oct 2012 | 0900 to 1200 | 16 Oct 2012 | 0900 to 1200 | 19 Oct 2012 | 0900 to 1200 | 23 Oct 2012 | 0900 to 1200 | 26 Oct 2012 | 0900 to 1200 | 30 Oct 2012 | 0900 to 1200 and 1230 to 1430 | (a) 09-57.5N 075-59.5E | (b) 09-57.7N 076-14.2E | (c) 09-44.0N 076-17.5E | (d) 09-42.5N 076-09.5E |
| Date | Time (UTC) | | | | | | | | | | | | | | | | | | | | | |
| 05 Oct 2012 | 0900 to 1200 | | | | | | | | | | | | | | | | | | | | | |
| 09 Oct 2012 | 0900 to 1200 and 1230 to 1430 | | | | | | | | | | | | | | | | | | | | | |
| 12 Oct 2012 | 0900 to 1200 | | | | | | | | | | | | | | | | | | | | | |
| 16 Oct 2012 | 0900 to 1200 | | | | | | | | | | | | | | | | | | | | | |
| 19 Oct 2012 | 0900 to 1200 | | | | | | | | | | | | | | | | | | | | | |
| 23 Oct 2012 | 0900 to 1200 | | | | | | | | | | | | | | | | | | | | | |
| 26 Oct 2012 | 0900 to 1200 | | | | | | | | | | | | | | | | | | | | | |
| 30 Oct 2012 | 0900 to 1200 and 1230 to 1430 | | | | | | | | | | | | | | | | | | | | | |
| (a) 09-57.5N 075-59.5E | (b) 09-57.7N 076-14.2E | | | | | | | | | | | | | | | | | | | | | |
| (c) 09-44.0N 076-17.5E | (d) 09-42.5N 076-09.5E | | | | | | | | | | | | | | | | | | | | | |
| <p>468. India West Coast – Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705. Firing by naval coast battery between 0530 UTC to 0730 UTC on 04 Oct 12.</p> <p>2. Danger area from 300 degree to 020 degree up to 12 nm seaward from position 22-28.03N 069-04.98E</p> <p>3. Safe flying height 13000 metres.</p> <p>4. Cancel this MSG 040830 UTC Oct 12.</p> | | | | | | | | | | | | | | | | | | | | | | |

| | |
|-------------|--|
| 469. | CANCEL NAVAREA 405/12 and this MSG. INM 228/12 of INM edition 18/12 refers. |
| 470. | CANCEL NAVAREA 423/12 and this MSG. Mungra reef lighthouse operational. |
| 471. | <p>NAVAREA VIII – Messages in force as on 281006 UTC Sep 12.</p> <p>2011 SERIES – 442 596 708</p> <p>2012 SERIES – 037 289 343 346 355 385 387 388 414 418 421 436 438 439 444 450 452 456 459 461 462 463 464 465 466 467 468 469 470</p> <p>(a) NAVAREA VIII warnings less than 42 days old (414/12 onward) are promulgated via SafetyNET.</p> <p>(b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in</p> <p>(c) Texts of NAVAREA VIII warnings are also printed in section v of fortnightly editions of Indian Notices to Mariners.</p> <p>2. Cancel this MSG 051001 UTC Oct 12.</p> |
| 472. | <p>India West Coast-Mumbai Harbour. Charts 21 22 211 255 292 293 2016 INT 71 INT 706. Wreck of Sand barge Sai Sagar reported in vicinity 18-58.77N 072-57.92E.</p> <p>2. Caution advised.</p> |
| 473. | Cancel NAVAREA VIII 472/12 and this MSG. Sand barge Sai Sagar refloated and towed away. |



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)

West Coast of India Pilot (INP-1)

Chapter -5 (Page – 177)

(Source: Kochi Port Trust)

Article 5.81

Insert before para 2

Vessels calling for discharge at the SPM should anchor 2.5 miles south of the SPM.

Article 5.82,

Delete para 3 and 4 and replace by

3 Pilot for the SPM boards by tug about 2.5 miles from the SPM buoy, appropriate direction will be given on Pilot/Port control VHF. Mooring will be undertaken by daylight hours only (0600-1600 hrs) but unmooring operations carried out at any time. A pilot stays on board after mooring to monitor pull back operations and on completion of cargo operations the same pilot would cast off the tanker and return. For further details see *Indian List of Radio Signals Vol 6*.

4 **Tugs** are available; two tugs are used for shipping movement. At the SPM after mooring, one tug remains alongside tanker for pull back operations.

(Page – 180)

(Source: DLL, Kochi)

Article 5.111

Insert after para 2

Clear of a dangerous wreck marked by a light buoy (isolated danger) (10°08'.20N 76°02'.90E), give wide berth of 1 nm.

Chapter -8 (Page – 239)

(Source: INHO)

Insert after article 8.2

Vessel traffic service

8.2a

A Vessel traffic service (VTS) for the control of shipping is in operation in Gulf of Khambhat. Participation is mandatory for all vessels navigating in or intending or enter Gulf of Khambhat. For further details see *Indian list of Radio Signals Volume 6*.

Chapter -9 (Page – 267)

(Source: INHO)

Insert after article 9.2

Vessel traffic service

9.2a

A Vessel traffic service (VTS) for the control of shipping is in operation in Gulf of Kachchh. Participation is mandatory for all vessels navigating in or intending or enter Gulf of Kachchh. For further details see *Indian list of Radio Signals Volume 6*.

Chapter -10 (Page – 307)

(Source: BA Notice 37/12)

Insert after article 10.161

SPM

10.161a

1 A SPM buoy (lit) is moored in position 24°56'.91N 66°34'.89E, about 3 miles NNW of Churna Island. It is connected to the shore by a submarine pipeline which lands about 8 cables S of Khalifa point.

Bay of Bengal Pilot (INP-2)

Chapter - 2 (Page – 114)

(Source: ROS, I (P)-131, L&T Kattupalli port)

Article 2.92a, para 5

Delete line 7-10 and replace by

“with 05 pairs of buoys including one south cardinal buoy, near North breakwater Lt. that indicates a shoal which lies 120 mtrs ENE from the buoy. Construction of transits and navigational marks will be undertaken in the near future.”

Article 2.92a

Insert new para after para 5

5a **Wreck**. One visible wreck is lying in position 13°18'.07N 80°20'.84E north of CPCL water intake/discharge close to the beach.

Article 2.92a

Insert new para after para 6

6a **Two Anchorage** areas, available in the port of Kattupalli are as follows:

(a) For dangerous cargo vessels area bounded by following positions:

13° 19'.15 N, 80° 23'.05E

13° 19'.15 N, 80° 23'.40E

13° 19'.42 N, 80° 23'.40E

13° 19'.42 N, 80° 23'.05E

(b) For others vessels area bounded by following positions:

13° 18'.60 N, 80° 23'.05E

13° 18'.60 N, 80° 23'.40E

13° 19'.15 N, 80° 23'.40E

13° 19'.15 N, 80° 23'.05E

6b **A spoil ground** is bounded in following positions:

13° 19'.47 N, 80° 24'.01E

13° 19'.38 N, 80° 24'.55E

13° 20'.19 N, 80° 24'.68E

13° 22'.60 N, 80° 24'.13E

Article 2.92a, para 7

Delete line 2 and replace by

“Pilot boards in position 13°18'.33N 80°23'.41E (0.5 nm N of fairway Lt. buoy).”

Article 2.92a, para 11, line 4

Delete “LOA-220m” and replaced by “LOA-210m”.

(Page – 146)

(Source: Paradip Port Trust)

Article 3.31, para 12

Add at the end of Para 12

2 **SPM- II** and **SPM- III** have been installed off Paradip by Indian Oil Corporation Ltd. at following positions:-

(a) **SPM- II** - 20°04'.99N, 86°43'.56E

(b) **SPM- III** - 20°06'.29N, 86°45'.64E

SPMs are fitted with a radar reflector, and light Mo (U) Fl.R.15s. 3 winker lights are installed on the floating hose strings.

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

(Last correction: Edition No. 16 dated 16 Sep 2011)

NIL

INP 31(2), 2007

(Last correction: Edition No. 14 dated 16 Jul 12)

NIL

INP 31(5), 2011

(Last correction: Edition No. 15 dated 01 Aug 12)

Page 74, LIST OF DSC COAST STATIONS FOR INDIAN OCEAN REGION

IRAN

Insert new row below Aftab:

| | | | | |
|---------------|--------------------|-----------|----|-------------|
| Arvand | 29°58'N 48°30'E | 004225106 | 30 | Operational |
|---------------|--------------------|-----------|----|-------------|

Page 170, DISTRESS, SEARCH AND RESCUE

IRAN

Delete National SAR Agency and Notes table and replace by:

National SAR Agency: Ports and Maritime Organization, Director General, Maritime Safety and Marine Protection.

Address: No 1. Shahidi St. Shahid Haghani Highway, Vanak Sq. Tehran Iran

Postal Code: 1518663111

Tel: +98 21 84932171 & 84932175

Fax: +98 21 84932190

e-mail: Tehran-mrcc@pmo.ir

The Ports and maritime Organization is responsible for coordinating maritime Search and Rescue operations. A network of Coast Radio Stations maintain a continuous listening watch on international distress frequencies.

(Source: BA Notice 35/12)

INP 31(6), 2005

(Last correction: Edition No. 15 dated 01 Aug 12)

NIL

SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

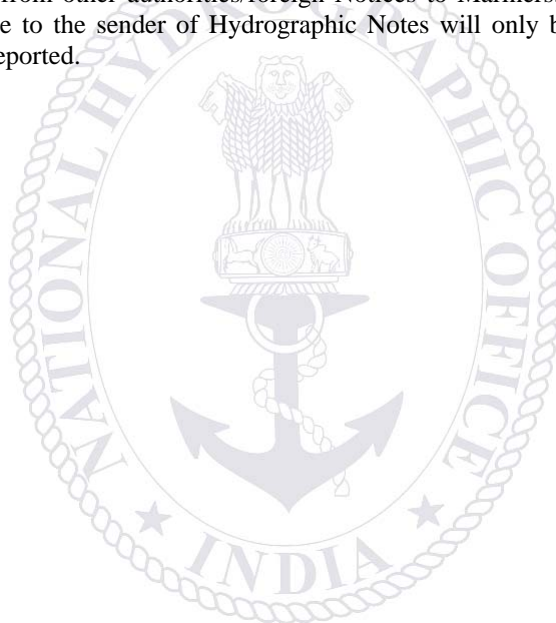
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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

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

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

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

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



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

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

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

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

To accompany Indian Notice to Mariners 236/12

Chart 352 (INT 7416)

OIL PIPELINES

Oil pipelines contain flammable material under high pressure. Any ship damaging a pipeline could face an immediate fire hazard. Mariners are strongly advised not to anchor or trawl in the vicinity of pipelines.



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC