



INDIAN NOTICES TO MARINERS



EDITION NO. 18 DATED 16 SEP 2014

(CONTAINS NOTICES 159 TO 166)

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(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**

WARNING AGAINST USE OF COUNTERFEIT PRODUCTS

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

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

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

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>
2082	31-07-2014	APPROACHES TO DAHEJ <u>Limits</u> 21° 30'.00N; 72° 25'.20E. 21° 42'.90N; 72° 34'.50E.	25,000	2	Rs. 1870.00
2115	31-07-2014	NAVIBANDAR ANCHORAGE <u>Limits</u> 21° 23'.90N; 69° 40'.60E. 21° 30'.00N; 69° 50'.00E.	25,000	2	Rs. 1870.00
2117	31-07-2014	KOTESHWAR JETTY <u>Limits</u> 23° 37'.80N; 68° 21'.50E. 23° 46'.50N; 68° 35'.90E.	25,000	2	Rs. 1870.00
2516	31-08-2014	DAR ES SALAAM HARBOUR <u>Limits</u> 06° 51'.50S; 39° 16'.85E. 06° 47'.50S; 39° 19'.46E.	7,500	1	Rs. 1870.00
2518	12-09-2014	MUNDA BAY <u>Limits</u> 02° 16'.30S; 40° 54'.30E. 02° 03'.00S; 41° 02'.90E.	25,000	1	Rs. 1870.00
2519	12-09-2014	KIWAIYU BAY <u>Limits</u> 02° 07'.00S; 41° 02'.50E. 01° 58'.50S; 41° 15'.80E.	25,000	1	Rs. 1870.00
3029	31-07-2014	TIRUKKADAIYUR PORT <u>Limits</u> 11° 03'.80N; 79° 51'.10E. 11° 05'.20N; 79° 52'.90E.	5,000	5	Rs. 1870.00
		APPROACHES TO TIRUKKADAIYUR PORT <u>Limits</u> 11° 00'.50N; 79° 50'.20E. 11° 05'.20N; 79° 59'.20E.	25,000		

2. The new edition Indian Chart that is available for mariners in the market is 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>
255	15-08-2014	APPROACHES TO MUMBAI <u>Limits</u> 18° 15'.00N; 70° 17'.00E. 19° 57'.00N; 73° 03'.00E.	300,000	3	Rs. 1870.00

VI

3. 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>
2082	30-09-2005	APPROACHES TO DAHEJ	2082	31-07-2014
2040	30-06-2006	NAVIBANDAR ANCHORAGE	2115	31-07-2014
255	31-08-2001	APPROACHES TO MUMBAI	255	15-08-2014
3029	31-07-2001	APPROACHES TO TIRUKKADAIYUR PORT	3029	31-07-2014
		TIRUKKADAIYUR PORT		

4. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2001	MUMBAI DOCKS	10,000	New Chart
2514 (INT 7739)	APPROACHES TO PORT LOUIS	37,500	New Chart
	PORT LOUIS	12,500	
2520	APPROACHES TO DAR ES SALAAM	30,000	New Chart
2517	DAR ES SALAAM ANCHORAGE	15,000	New Chart
2033	SIKKA CREEK	12,500	New Chart
4183	APPROACHES TO CASUARINA 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:

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk	JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: enc@jeppesen.com , info@c-map.co.no Website: www.jeppesen.com
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:- data@ecc.no Website: - www.primar.org	

SECTION – I

The list of charts affected by the Notices 159 to 166 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
41 (INT 757)	6	163
20	1	164
213	3	159
214	3	159
215	3	166 (T)
216	3	166 (T)
221	3	160
222	3	160
257 (INT 7343)	3	159
260 (INT 7362)	3	160
288	1	164
293 (INT 7022)	3	159
308	5	162
354 (INT 7408)	5	162
2008	3	166 (T)
2010	3	166 (T)
2043	3	159
2046	3	159
3002 (INT 7410)	5	162
3012 (INT 7411)	5	162
3035	5	161
9001	1	165

SECTION – II
PERMANENT NOTICES

***159(18/14) INDIA – WEST COAST – Redi Anchorage – Wreck.**

Source: MRCC Mumbai.

Chart 213 [previous update 102/14]

Insert  PA

15° 46'·00N., 73° 37'·00E.

Chart 214 [previous update 103/14]

Insert  PA

15° 46'·00N., 73° 37'·00E.

Chart 257 (INT 7343) [previous update 103/14]

Insert  PA

15° 45'·94N., 73° 37'·04E.

Chart 293 (INT 7022) [previous update 101/14]

Insert  PA


15° 46'·00N., 73° 37'·00E.

Chart 2043 [previous update 370/09]

Insert  PA

15° 46'·00N., 73° 37'·00E.

Chart 2046 [NC 31 Oct 2013]

Insert  PA

15° 46'·00N., 73° 37'·00E.

***160(18/14) INDIA – WEST COAST – Kollam Port – Tower.**

Source: NHO Dehradun.

Chart 260 (INT 7362) [previous update 055/13]

Amend height of chimney, (26)

08° 51'·76N., 76° 36'·57E.

Chart 221 [previous update 148/13]

Amend height of chimney, (26)

08° 51'·80N., 76° 36'·60E.

Chart 222 [previous update 055/13]



Amend height of chimney, (26)

08° 51'·76N., 76° 36'·57E.

***161(18/14) INDIA – EAST COAST – Gangavaram Port – Buoys.**

Source: Gangavaram Port.

Chart 3035 [previous update 075/14]

Delete  Fl(2)R.10s
No. 6
 Fl.G.5s
No. 7A

17° 37'·42N., 83° 14'·63E.

17° 37'·51N., 83° 14'·08E.

***162(18/14) INDIA – EAST COAST – Vishakhapatnam Harbour – Wreck.**

Source: Visakhapatnam Port Trust.

Chart 354 (INT 7408) [previous update 084/12]

Insert  PA

17° 39'·70N., 83° 18'·20E.

Chart 308 [previous update 033/12]

Insert  PA

17° 39'·70N., 83° 18'·20E.

Chart 3002 (INT 7410) [previous update 146/12]

Insert  PA

17° 39'·70N., 83° 18'·20E.

Chart 3012 (INT 7411) [previous update 068/14]

Insert  PA

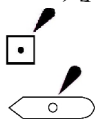
17° 39'·64N., 83° 18'·31E.

***163(18/14) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Platform.**

Source: Myanmar Naval Hydrographic Centre.

Chart 41 (INT 757) [previous update 124/14]

Insert



13° 08′·46N., 96° 52′·41E.

13° 04′·21N., 96° 51′·39E.

164(18/14) SAUDI ARABIA – Qatar to Shatt Al Arab – Restricted Area.

Source: BA Notice 3805/14.

Chart 20 [previous update 158/14] WGS84 Datum

Insert limit of restricted area, TTTTTT, joining:

27° 53′·00N., 50° 22′·00E.

27° 53′·00N., 50° 18′·00E.

27° 50′·50N., 50° 18′·00E.

27° 47′·50N., 50° 20′·00E.

27° 47′·50N., 50° 23′·00E.

27° 50′·00N., 50° 23′·50E.

and

28° 10′·50N., 50° 04′·00E.

28° 15′·30N., 49° 58′·60E.

28° 15′·20N., 49° 49′·20E.

28° 10′·90N., 49° 45′·40E.

28° 07′·70N., 49° 45′·50E.

28° 03′·40N., 49° 49′·80E.

28° 03′·40N., 49° 57′·30E.

28° 07′·60N., 49° 59′·90E.

Chart 288 [previous update 158/14] Unknown Datum

Insert limit of restricted area, TTTTTT, joining:

27° 53′·00N., 50° 22′·00E.

27° 53′·00N., 50° 18′·00E.

27° 50′·50N., 50° 18′·00E.

27° 47′·50N., 50° 20′·00E.

27° 47′·50N., 50° 23′·00E.

27° 50′·00N., 50° 23′·50E.

and

28° 10′·50N., 50° 04′·00E.

28° 15′·30N., 49° 58′·60E.

28° 15′·20N., 49° 49′·20E.

28° 10′·90N., 49° 45′·40E.

28° 07′·70N., 49° 45′·50E.

28° 03′·40N., 49° 49′·80E.

28° 03′·40N., 49° 57′·30E.

28° 07′·60N., 49° 59′·90E.

165(18/14) MALACCA STRAIT – Wreck.

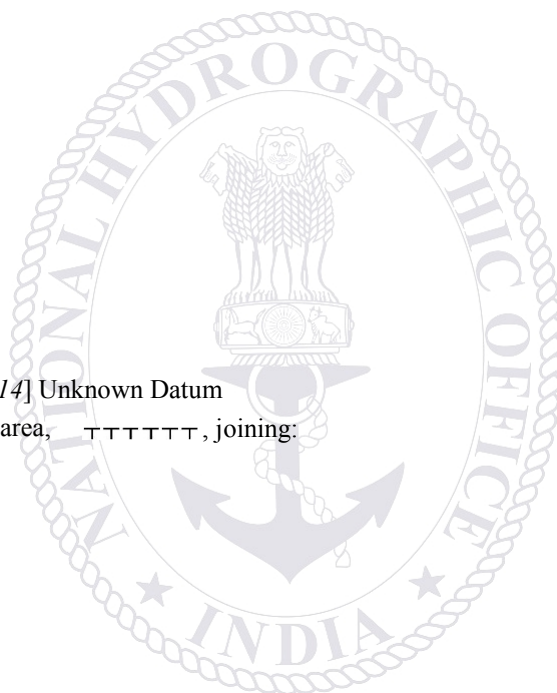
Source: BA Notice 4065/14.

Chart 9001 [previous update 169/13]

Insert



01° 09′·98N., 103° 56′·88E.



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***166(T)/(18/14) INDIA – WEST COAST – Karwar Naval Harbour – Buoy.**

Source: HQKNA.

1. Port hand Buoy R8 at Karwar Harbour reported sunk in position 14-45.84N 074-07.41E, buoy appreciated to be displaced 18 m NNE from charted position at height of 2.30 m from sea bed
2. Mariners are advised to exercise caution and contact local port authorities for more information.

Chart Affected – 215 – 216 – 2008 – 2010.



SECTION – IV **MARINE INFORMATION**

1. NAVTEX TRANSMISSION

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

(Source – DG Shipping)

2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS

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

(Source - NAVAREA VIII Warning 100/12)

3. DISPLAY ANOMALIES IN ECDIS

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

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

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

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

4. SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME

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

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

4.2

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

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

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

5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

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

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

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

The use of Thuraya, Iridium and other such satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act. It is intimated to all shipping companies/ shipping agents that use of Thuraya/ Iridium and other such satellite phones are banned in Indian waters and seafarers should not use the same.

Satellite phones can be used only after no objections certificate issued by department of telecommunication (DOT) on a case to case basis. The shipping agents should mandatorily intimate the details of person carrying Thuraya and the particulars of Thuarya, Iridium and other such sets in pre arrival notification on security (PANS).

The unauthorized holders of Thuraya/ Iridium and other such Satellite phones can be prosecuted under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act.

Distribution of Indian Paper Charts and Nautical Publications

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

<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>		

List of Indian Chart Agents.

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: sales@bogerdmartin.com , sarmarin@vsnl.com	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: 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 & Publicatons 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammappeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: raj_chakravorty@yahoo.com info@c-map.co.in Website: www.c-map.co.in
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in charts@mtnl.net.in	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com pramod@inspireship.com
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: liftmarine77@yahoo.co.in liftmarine77@gmail.com	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: ashiskantha@gmiindia.in Web: www.gmiindia.in
Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: elemulti.services69@yahoo.com	L.R Marnie services 321, 3 rd floor, birya house, 265, perin nariman street, Fort, Mumbai – 400 001 Tel: + 91 9773779348/ 9821460258 Email: lrcharts@gmail.com lrmarine@live.com

SECTION – V
NAVAREA – VIII WARNINGS IN FORCE

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 13 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings in force as on 15 Sep 14:

2013 Series – 035 160 197 228 428 473 493 506 547 662 672
2014 Series – 111 119 129 154 192 194 211 221 224 225 233 241 242 284 308 310 311 336 337 384 398 405 406 407 411 415 438 439 440 447 461 463 464 465 466 467 476 477 479 480 487 488 489 490 494 495 496

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

<p>475. Indian Ocean – Eastern Part. Charts INT 71 INT 73 INT 707. Yellow colour mooring buoy Triton reported adrift 168- 0.1Kt in vicinity 03-05.77S 093-27.38E on 31 Aug 14.</p> <p>2. Cancel this MSG 041001 UTC Sep 14.</p>
<p>476. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Salaya channel marking buoy Narara reported unlit.</p> <p>2. Caution advised.</p>
<p>477. India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 to 1730 UTC from 09 to 16 Sep 14 in area bounded by:</p> <p>(a) 19-14.60N 084-53.70E (b) 19-07.39N 085-35.94E (c) 18-33.61N 084-53.74E and arc of 41 NM radius joining point (b) and (c).</p> <p>2. Safe flying height 6100 metres.</p> <p>3. Cancel this MSG 161830 UTC Sep 14.</p>
<p>478. Cancel NAVAREA VIII 448/14 and this MSG. INM 153/14 refers.</p>
<p>479. Cancel NAVAREA VIII 449/14. Bay of Bengal – Palk Bay. Charts 32 358 INT 71 INT 706. Seismic survey in progress by survey vessels Brahmaputra Dolphin, Kohinoor-I, and Sunrise-II till 30 Nov 14 in area bounded by:</p> <p>(a) 09-23.48N 078-56.50E (b) 09-23.50N 079-00.00E (c) 09-22.00N 079-00.00E (d) 09-22.00N 079-04.50E (e) 09-20.00N 079-04.50E (f) 09-20.00N 079-08.00E (g) 09-18.44N 079-08.00E (h) 09-17.05N 079-07.00E (j) 09-17.58N 079-02.25E (k) 09-18.02N 079-02.25E (l) 09-18.00N 078-59.00E (m) 09-20.75N 078-59.00E (n) 09-22.87N 078-56.50E</p> <p>2. Vessels will be towing 08 sea bottom seismic cables of upto 10000 metres length with separation of 450 metres with direction 220 degree. All cables marked with buoys</p> <p>3. Wide berth of 02 NM around vessels requested.</p> <p>4. Cancel this MSG 010001 UTC Dec 14.</p>
<p>480. India West Coast – Trivandrum. Charts 22 32 222 260 INT 706. RH 200 rocket launch from Thumba (08-31.98N 076-52.05E) between 0530 to 0730 UTC on 17 Sep 14.</p> <p>2. Danger zones:</p> <p>(a) Sector of radius 05 NM from launcher between azimuth 190 and 300 degree. (b) Sector OF radii 45 NM and 75 NM from the launcher between azimuth 220 and 260 degree.</p> <p>3. Cancel this MSG 170830 UTC Sep 14.</p>
<p>481. Indian Ocean – off Reunion Island. Charts INT 70 INT 71 INT 72 INT 702 INT 735. Naval gunnery exercise between 120800 to 121200 UTC, 130200 to 131800 UTC, and 162100 to 171200 UTC Sep 14 in area bounded by:</p> <p>(a) 21-12.00S 054-57.0E (b) 21-26.00S 055-02.5E (c) 21-31.20S 054-47.4E (d) 21-17.20S 054-42.0E</p> <p>2. Cancel this MSG 171300 UTC Sep 14.</p>
<p>482. Indian Ocean – Eastern Part. Charts INT 71 INT 73 INT 707. Yellow colour mooring buoy Triton reported adrift in vicinity 03-24.83S 093-36.61E on 04 Sep 14.</p> <p>2. Cancel this MSG 081003 UTC Sep 14.</p>

483. NAVAREA VIII – messages in force as on 051004 UTC Sep 14: 2013 Series – 035 160 197 228 428 473 493 506 547 662 672 2014 Series – 111 119 129 154 192 194 211 221 224 225 233 241 242 284 308 310 311 336 337 384 398 405 406 407 411 415 438 439 440 447 450 461 463 464 465 466 467 476 477 479 480 481 482 (a) NAVAREA VIII warnings less than 42 days old (415/14 onward) are promulgated via SafetyNET. (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in (c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners. 2. Cancel this MSG 121004 UTC Sep 14.
484. India West Coast – Goa. Charts 22 214 215 257 293 2020 2022 INT 71. Firing by Naval Coast Battery between 0400 to 0730 UTC on 15 Sep 14. 2. Danger area bounded by 200 to 260 degree from MPT building at Mormugao head upto 20 NM Seaward. 3. Safe flying height 6500 metres. 4. Cancel this MSG 150830 UTC Sep 14.
485. Indian Ocean – Eastern Part. Charts INT 71 INT 73 INT 707. Yellow colour mooring buoy Triton reported adrift in vicinity 03-28.87S 093-23.93E on 08 Sep 14. 2. Cancel this MSG 121002 UTC Sep 14.
486. India East Coast – Bay of Bengal. Charts 31 351 352 INT 71. Experimental flight trial scheduled from ITR Launch between 0500 to 0900 UTC on 11 and 12 Sep 14. Danger zone bounded by: (a) 20-47.59N 087-01.84E (b) 19-26.77N 086-43.12E (c) 14-33.83N 088-26.18E (d) 14-47.92N 089-18.50E (e) 15-08.72N 090-08.48E (f) 19-58.45N 088-15.74E (g) 20-49.15N 087-06.40E (h) 20-47.59N 087-01.84E 2. No over flight and shipping permitted in danger zone. 3. Cancel this MSG 121000 UTC Sep 14.
487. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 101001 UTC Sep 14: ABAN II 15-01.03N 080-10.12E ACTINIA 16-19.34N 082-14.82E DEEP SEA MATDRILL 16-13.32N 081-42.18E DSR DHIRUBHAI DEEPWATER KG-2 16-30.00N 082-33.30E PLATINUM EXPLORER 16-01.90N 081-57.70E (New) GSF-140 16-35.07N 082-27.83E HERCULES TRIUMPH 17-01.36N 082-20.30E (New) HERCULES 208 16-23.93N 082-07.94E NOBLE DUCHESS 16-15.20N 082-10.50E SAGAR VIJAY 16-33.72N 082-28.36E GSF EXPLORER 19-37.55N 086-25.27E SAGAR BHUSHAN 16-33.29N 082-23.76E SAGAR RATNA 16-22.04N 081-59.25E wide berth requested. 2. Cancel NAVAREA VIII 450/14.
488. Indian Ocean – off Reunion Island. Charts INT 70 INT 71 INT 72 INT 702 INT 735. Naval gunnery exercise between 120800 to 121200 UTC, 130200 to 131800 UTC, 160200 to 162100 and 170200 to 171200 UTC Sep 14 in area bounded by: (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 2. Cancel NAVAREA VIII 481/14 and this MSG 171300 UTC Sep 14.
489. India West Coast – Karwar. Charts 22 293 2008 2010 INT 705. Port hand buoy R8 at Karwar harbour reported sunk in position 14-45.84N 074-07.41E buoy appreciated to be displaced 18 mtrs NNE from charted position at height of 2.30 mtrs from sea bed. 2. Caution advised.
490. Cancel NAVAREA VIII 487/14. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 111001 UTC Sep 14: ABAN II 15-01.03N 080-10.12E ACTINIA 16-19.34N 082-14.82E DEEP SEA MATDRILL 16-24.53N 082-02.93E New DSR DHIRUBHAI DEEPWATER KG-2 16-30.00N 082-33.30E PLATINUM EXPLORER 16-01.90N 081-57.70E GSF-140 16-35.07N 082-27.83E

490. Continued.				
HERCULES TRIUMPH	17-01.36N		082-20.30E	
HERCULES 208	16-23.93N		082-07.94E	
NOBLE DUCHESS	16-15.20N		082-10.50E	
SAGAR VIJAY	16-33.72N		082-28.36E	
GSF EXPLORER	19-37.55N		086-25.27E	
SAGAR BHUSHAN	16-33.29N		082-23.76E	
SAGAR RATNA	16-22.04N		081-59.25E	
2.	Wide berth requested.			
491. India West Coast – Gulf of Khambhat.	Charts 21 209 210 254 292 INT 71. Firing practices by Coast Guard aircraft from 0130 to 0730 UTC on 15 Sep 14 in area bounded by :			
(a)	20-18.5N	072-02.5E	(b)	20-18.5N 072-15.0E
(c)	20-09.5N	072-12.0E	(d)	20-09.5N 072-00.0E
2.	Safe flying height 1600 metres and above.			
3.	Cancel this MSG 150830 UTC Sep 14.			
492. Bay of Bengal – off Sri Lanka.	Charts 23 33 226 264 INT 71. Blue colour fishing vessel FVSL Dominic (REGD no IMUL-A-1011-mtr length 41 ft) reported sinking and abandoned in vicinity 06-15N 081-45E. Crew rescued.			
2.	Caution advised.			
3.	Cancel this MSG 151002 UTC Sep 14.			
493. Indian Ocean – Eastern Part.	Charts INT 71 INT 73 INT 707. Yellow colour mooring buoy Triton reported adrift 261- 0.3kt in vicinity 03-42.46S 093-01.23E on 11 Sep 14.			
2.	Cancel this MSG 151003 UTC Sep 14.			
494. NAVAREA VIII – messages in force as on 121004 UTC Sep 14:				
	2013 Series – 035 160 197 228 428 473 493 506 547 662 672			
	2014 Series – 111 119 129 154 192 194 211 221 224 225 233 241 242 284 308 310 311 336			
	337 384 398 405 406 407 411 415 438 439 440 447 461 463 464 465 466 467 476 477			
	479 480 484 487 488 489 490 491 492 493			
(a)	NAVAREA VIII warnings less than 42 days old (437/14 onward) are promulgated via SafetyNET.			
(b)	Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in			
(c)	Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.			
2.	Cancel this MSG 191004 UTC Sep 14.			
495. Indian Ocean – Gulf of Mannar.	Charts 32 224 263 INT 71 INT 706. Firing practice by Coast Guard aircraft from 0130 to 1130 UTC from 22 to 30 SEP 14. Danger area bounded by:			
(a)	08-25N	078-25E	(b)	08-40N 078-45E
(c)	08-35N	078-30E		
2.	Safe flying height 2000 metres and above.			
3.	Cancel this MSG 301230 UTC Sep 14.			
496. India West Coast – Okha.	CHARTS 21 202 203 251 271 291 2013 2068 INT 705. Firing by Naval Coast Battery from 0530 to 0730 UTC on 22 Sep 14.			
2.	Danger area extending upto 12 NM within bearing 300 to 020 from 22-28.04N 069-04.99E.			
3.	Safe flying height 13000 metres and above.			
4.	Cancel this MSG 220830 UTC Sep 14.			

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP-1)

Chapter – 6 (Page 201- 202)

(Source: ROS – D (224), INS Sutlej)

Article 6.133, para 1

Delete and replace by

1 About 100 vessels use the port annually. The port can handle vessels of about 60 000 DWT with 8.5 m draught.

Article 6.136, para 1

Delete and replace by,

1 **Controlling depths.** The outer part of the channel including turning circle has been dredged to 8 m in 2012. The inner part of the channel has been dredged to 10.1 m and Baitkol cove up to 9.1 m in 1986. Port authority should be consulted for latest bathy information.

Article 6.143

para1, line 3-5

Delete text “it has dredged depthsby buoys.”

Article 6.145,

Insert new para after para 1,

2 Oyster Rock lighthouse (14°49'N, 74°04'E) (6.121).

Fish factory chimney (grey metallic structure, 18 m in height) (14°48'.06N, 74°06'.80E), not charted.

Navy watch tower (white masonry structure, 12 m in height) (14°48'06N, 074°06'.66E), not charted.



Navy watch tower

Article 6.147

Delete Para 1 and 2 replace by

1 **Berths.** A wharf, 440 m in length, having 03 berths, in Baitkol cove (14°48'N, 74°07'E). Port authority should be consulted for latest bathy information alongside berth.

Extension of lightrage wharf is in progress.

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7299.15	KING ABDULLAH PORT - Harbour. Entrance. Inner Port Hand	22 31.32 N 39 05.03 E	FI R	20			
*	*	*	*	*	*	*	*
D7299.17	- - - Inner Starboard Hand	22 31.11 N 39 05.10 E	FI G	20			
*	*	*	*	*	*	*	*
D7299.18	- - - Outer Port hand	22 31.20 N 39 04.85 E	FI R	8			
*	*	*	*	*	*	*	*
D7299.19	- - - Outer Starboard Hand	22 30.91 N 39 04.80 E	FI G	8			
*	*	*	*	*	*	*	*
K0821.6	Remove from list; deleted						
K0821.61	Remove from list; deleted						
K1076.5	- (ID)	06 05.67 S 106 52.75 E *	FI R 5s	8	5	Red beacon	fl 0.5 *

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

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

NIL

INP 31(2), 2007

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

NIL

INP 31(5), 2011

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

NIL

INP 31(6), 2012

(Last correction: Edition No. 17 dated 01 Sep 2014)

PAGE 48, INDIA, KARWAR, Pilots and Port Section,

CONTACT DETAILS:

Delete and replace by;

CONTACT DETAILS:

Port Authority

VHF Channel: Ch 16; 12
Telephone: +91(0)832 221342
Fax: +91(0)832 221528
E-mail: portofkrw@yahoo.com
Website: www.karnatakports.in

Tugs

Call: Karwar port
VHF Channel: Ch 16; 12

(Source: INS Sutlej)

(18/14)

SECTION – X **REPORTING OF NAVIGATIONAL DANGERS**

Appeal to all Mariners

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

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

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

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

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

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

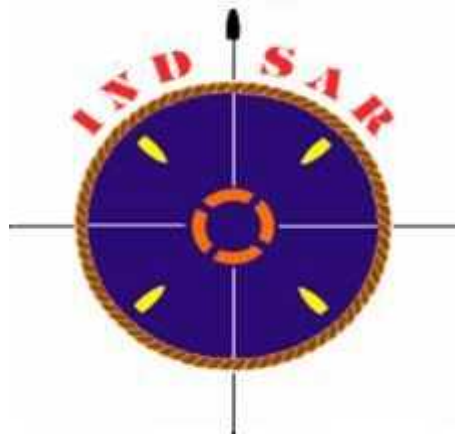


HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes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

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

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

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



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