



INDIAN NOTICES TO MARINERS



EDITION NO. 06 DATED 16 MAR 2015

(CONTAINS NOTICES 060 TO 068)

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

FEEDBACK: msis-inho-navy@nic.in



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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

Observing changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Government of India at the above mentioned address/fax number/ E mail address immediately on discovering new or suspected dangers to navigation, changes/defects pertaining to navigational aids, and 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. Navigational Charts produced from now on will carry a NHO crest as watermark on the reverse with backslip. Agents stamp is made mandatory on all Charts.

Counterfeit products 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 over loading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

IV

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

(a) That no liability whatsoever can be accepted for failure to publish details of any particular law or regulation

and

(b) That publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

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

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

Use of Global Positioning System (WGS 84) positions.

(a) The positions of hydrographic objects shown on most of the Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).

(b) Wherever these differences have been ascertained, their average values are published as a Cautionary Note on the chart concerned, as shifts in Latitude and Longitude. Whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.

(c) These datum shift values are not uniform, particularly in areas off Andaman and Nicobar and Lakshadweep Islands, as these places are not linked to mainland network (Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of dangers.

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC_s AND PUBLICATION

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN63004C	3004	APPROACHES TO CHENNAI	13-03-2015

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN63004C	3004	APPROACHES TO CHENNAI	12-03-2013

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
259 (INT 7356)	BADAGARA TO KOCHI	3,00,000	New Edition
2051 (INT 7333)	SALAYA HARBOUR	25,000	New Chart
2076 (INT 7338)	JAWAHARLAL NEHRU PORT AND TROMBAY	20,000	New Chart
3010 (INT 7418)	PARADIP ANCHORAGE	25,000	New Chart
	PARADIP PORT	12,500	
3041	APPROACHES TO PARADIP	60,000	New Chart
4184	TRINKAT CHAMPLONG 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 060 to 068 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
22 (INT 752)	3	060, 063
31	5	065, 067(T), 068 (T)
32 (INT 754)	5	063, 068 (T)
202	2	061
203 (INT 7319)	2	066(T)
214	3	060
215	3	060
221	3	063
251 (INT 7318)	2	061, 066(T)
257 (INT 7343)	3	060
259 (INT 7356)	3	063
260 (INT 7362)	3	063
271	2	061, 066(T)
293 (INT 7022)	3	060
301	5	067(T)
308	5	068 (T)
320	7	062
321	7	062
351 (INT 7419)	5	067(T)
353 (INT 7413)	5	065
354 (INT 7408)	5	068 (T)
391	5	068 (T)
2005	2	061
2009	3	060
2013 (INT 7324)	2	066(T)
2031 (INT 7326)	2	066(T)
2068	2	066(T)
3002 (INT 7410)	5	068 (T)
3012 (INT 7411)	5	068 (T)
3019	7	062
3022	7	062
7701 (INT 701)	1	064

SECTION – II
PERMANENT NOTICES

***060/(06/15) INDIA – WEST COAST – Betul Anchorage – Light.**

Source: DLL Mumbai.

Chart 22 (INT 752) [previous update 034/15]

Insert  Fl.20M 15° 08′.70N., 73° 57′.50E.

Chart 293 (INT 7022) [previous update 031/15]

Insert  Fl.15s.20M 15° 08′.70N., 73° 57′.50E.

Chart 257 (INT 7343) [previous update 031/15]

Insert  Fl.15s.20M 15° 08′.64N., 73° 57′.54E.

Chart 214 [previous update 201/14]

Insert  Fl.15s.89m.20M 15° 08′.70N., 73° 57′.50E.

Chart 215 [previous update 031/15]

Insert  Fl.15s.89m.20M 15° 08′.70N., 73° 57′.50E.

Chart 2009 [previous update 263/12]

Insert  Fl.15s.89m.20M 15° 08′.70N., 73° 57′.50E.

Delete  Radio tower (Lattice Mast) 15° 08′.70N., 73° 57′.50E.

***061/(06/15) INDIA – WEST COAST – Approaches to Godia Creek – Wreck.**

Source: GMB.

Chart 271 [previous update 197/14]

Insert  23° 09′.00N., 68° 28′.00E.



23° 08′.76N., 68° 29′.33E.

23° 07′.17N., 68° 39′.02E.

23° 13′.35N., 68° 34′.78E.

Chart 251 (INT 7318) [previous update 197/14]

Insert  23° 09′.00N., 68° 28′.00E.



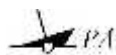
23° 08′.76N., 68° 29′.33E.

23° 07′.17N., 68° 39′.02E.

23° 13′.35N., 68° 34′.78E.

Chart 202 [previous update 197/14]

Insert  23° 09′.00N., 68° 28′.00E.



23° 08′.76N., 68° 29′.33E.

23° 07′.17N., 68° 39′.02E.

23° 13′.35N., 68° 34′.78E.

Chart 2005 [previous update 187/14]

Insert  23° 09′.00N., 68° 28′.00E.



23° 08′.76N., 68° 29′.33E.

23° 07′.17N., 68° 39′.02E.

23° 13′.35N., 68° 34′.78E.

***062/(06/15) BAY OF BENGAL – COAST OF MYANMAR (BURMA) – Sitte (Akyab) Harbour – Wreck.**

Source: DNO.

Chart 320 [previous update 272/08]

Insert



20° 08′·14N., 92° 54′·29E.

Chart 321 [previous update 041/15]

Insert



20° 08′·14N., 92° 54′·29E.

Chart 3019 [previous update 114/09]

Insert



20° 08′·14N., 92° 54′·29E.

20° 08′·15N., 92° 54′·34E.

Chart 3022 [previous update 272/08]

Insert



20° 08′·14N., 92° 54′·29E.

20° 08′·15N., 92° 54′·34E.

***063/(06/15) INDIA – WEST COAST – Alleppy to Quilon – Light.**

Source: DLL Kochi.

Chart 22 (INT 752) [previous update 060/15]

Insert



Fl(2).15M

09° 19′·18N., 76° 22′·80E.

Chart 32 (INT 754) [previous update 048/15]

Insert



Fl(2).15M

09° 19′·18N., 76° 22′·80E.

Chart 259 (INT 7356) [previous update 034/15]

Insert



Fl(2).10s.15m.15M

09° 19′·09N., 76° 22′·85E.

Chart 260 (INT 7362) [previous update 034/15]

Insert



Fl(2).10s.15m.15M

09° 19′·09N., 76° 22′·85E.

Chart 221 [previous update 039/15]

Insert



Fl(2).10s.15m.15M

09° 19′·18N., 76° 22′·80E.

***064/(06/15) INDIAN OCEAN – Maputo to Muqdisho (Mogadiscio) – Wreck.**

Source: UKHO.

Chart 7701 (INT 701) [previous update 132/14]

Insert



04° 34′·05N., 48° 01′·66E.

***065/(06/15) INDIA – EAST COAST – Kalingapatnam to Gopalpur – AIS.**

Source: DGLL.

Chart 31 [previous update 048/15]

Insert



AIS, at light

18° 52′·08N., 84° 35′·08E.

Delete



AIS, at light

18° 52′·80N., 84° 35′·80E.

Chart 353 (INT 7413) [previous update 154/14]

Insert



AIS, at light

18° 52′·08N., 84° 35′·08E.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***066(T)/(06/15) INDIA – WEST COAST – Gulf of Kachchh – Port of Okha – Buoys.**

Source: IH 102, ICGS C-136

1. Following buoys are missing in Okha Channel:-
Buoy No 2 – 22°29′.11N., 69°05′.39E
Buoy No 3 – 22°29′.00N., 69°05′.33E
2. Mariners are advised to navigate with caution in the area.

Charts affected – 271 – 251 (INT 7318) – 203 (INT 7319) – 2031 (INT 7326) – 2068 – 2013 (INT 7324).

***067(T)/(06/15) INDIA – EAST COAST – Paradip to Pussur River – Buoy.**

Source: NIOT

1. A Met data buoy off Sagar Island at 20m water depth is deployed at 21°00′.29N., 88°00′.09E for collection of ambient noise measurements till end of Jul 15.
2. Mariners are advised to navigate with caution in the area.

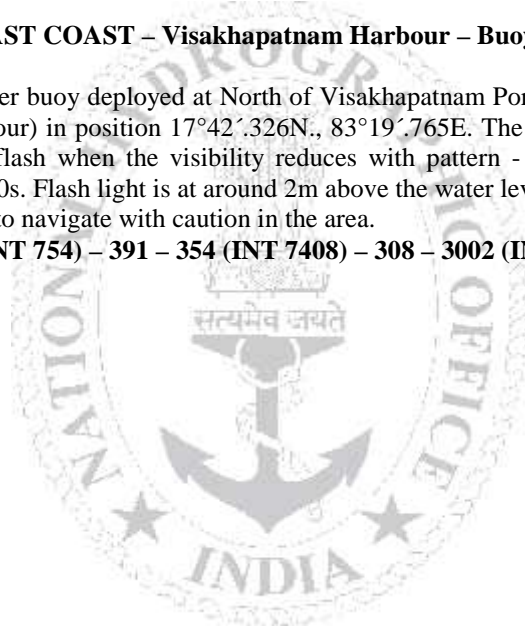
Charts affected – 31 – 301 – 351 (INT 7419).

***068(T)/(06/15) INDIA – EAST COAST – Visakhapatnam Harbour – Buoy.**

Source: Visakhapatnam Port

1. A directional waverider buoy deployed at North of Visakhapatnam Port (Near RK Beach), which is 90 cm in diameter (deep orange colour) in position 17°42′.326N., 83°19′.765E. The buoy is anchored with a 30 m long mooring line and will emit flash when the visibility reduces with pattern - yellow colour (wave length – 590 nanometer), 5 flashes every 20s. Flash light is at around 2m above the water level.
2. Mariners are advised to navigate with caution in the area.

Charts affected – 31 – 32 (INT 754) – 391 – 354 (INT 7408) – 308 – 3002 (INT 7410) – 3012 (INT 7411).



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 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 Thuraya, 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.

7. **CAUTIONARY NOTE**

There is a finite amount of lag between publication of large and small scale Indian Nautical Charts. To avoid uncertainty the mariners are advised to use large scale charts for coastal navigation wherever applicable and available. In addition, mariners are to refer large scale charts in conjunction with small scale charts in areas where both overlap during both planning and conduct of passage.

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@martin.cn</p>
<p>C-Map Holland Paleiskade 100 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, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 6510 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: 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
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	M/s L. R. Marine Services 301, 3rd Floor, Birya House, 265, Perin Nariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-6635 9148 Cell No: +91 8108926880/+91 98214 60258 Email: lrcharts@gmail.com , lrmarine@live.com
M/s Aatash Computer & Communications Pvt. Ltd. 213, Devarc Commercial Complex Nr. Iscom Circle (above Woodland Showroom) S. G. Highway Ahmedabad – 380 059 Mob: +91 7926923982/83, Fax: +91 7926923984 Email: info@aatash.com , zubin@aatash.com	

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 in force as on 15 Mar 15:

2013 SERIES – 035 228 662
2014 SERIES – 111 211 233 241 310 311 336 398 405 406 415 438 439 467 476 489 555 586 614 654 662 676
2015 SERIES – 025 030 041 055 081 099 114 120 122 124 133 138 140 141 142 143 144 149 150 153 154 155 160 161 162 164 169 170 172 174 175 176 177 178 179 180 182 183 185 186 187 188 189 190 191 192 193 194

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

<p>147. India East Coast – off Nagapattinam. Charts 32 357 INT 71. Sri Lankan fishing vessel Sangkara-01 reported adrift 10-38N 080-21E since 020230 UTC 15 due engine failure.</p> <p>2. Cancel this MSG 060230 UTC 15.</p>																										
<p>148. Indian Ocean – Bay of Bengal. Charts 32 33 356 INT 71 INT 706. PSLV launch scheduled from 13-43.2N 080-13.8E from 1100-1500 UTC from 09 to 11 Mar 15.</p> <p>2. Danger zone as follows</p> <p>(a) <u>Zone 1</u> Circle of 10 NM around launcher</p> <p>(b) <u>Zone-2</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">(i) 13-30N 080-30E</td> <td style="width: 50%;">(ii) 13-50N 080-35E</td> </tr> <tr> <td>(iii) 13-35N 081-30E</td> <td>(iv) 13-15N 081-25E</td> </tr> </table> <p>(c) <u>Zone-3</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">(i) 13-00N 082-10E</td> <td style="width: 50%;">(ii) 13-30N 082-15E</td> </tr> <tr> <td>(iii) 12-55N 084-05E</td> <td>(iv) 12-25N 084-00E</td> </tr> </table> <p>(d) <u>Zone-4</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">(i) 12-20N 084-05E</td> <td style="width: 50%;">(ii) 13-00N 084-15E</td> </tr> <tr> <td>(iii) 12-45N 085-10E</td> <td>(iv) 12-05N 085-00E</td> </tr> </table> <p>(e) <u>Zone-5</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">(i) 11-10N 088-25E</td> <td style="width: 50%;">(ii) 11-45N 088-35E</td> </tr> <tr> <td>(iii) 11-35N 089-10E</td> <td>(iv) 11-00N 089-00E</td> </tr> </table> <p>(f) <u>Zone-6</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">(i) 09-15N 094-45E</td> <td style="width: 50%;">(ii) 10-05N 095-05E</td> </tr> <tr> <td>(iii) 09-45N 096-00E</td> <td>(iv) 08-55N 095-40E</td> </tr> </table> <p>(g) <u>Zone-7</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">(i) 19-00S 133-00W</td> <td style="width: 50%;">(ii) 17-00S 133-00W</td> </tr> <tr> <td>(iii) 14-30S 115-00W</td> <td>(iv) 08-30S 093-00W</td> </tr> <tr> <td>(v) 10-30S 093-00W</td> <td>(vi) 16-30S 115-00W</td> </tr> </table> <p>3. cancel this msg 111600 utc mar</p>	(i) 13-30N 080-30E	(ii) 13-50N 080-35E	(iii) 13-35N 081-30E	(iv) 13-15N 081-25E	(i) 13-00N 082-10E	(ii) 13-30N 082-15E	(iii) 12-55N 084-05E	(iv) 12-25N 084-00E	(i) 12-20N 084-05E	(ii) 13-00N 084-15E	(iii) 12-45N 085-10E	(iv) 12-05N 085-00E	(i) 11-10N 088-25E	(ii) 11-45N 088-35E	(iii) 11-35N 089-10E	(iv) 11-00N 089-00E	(i) 09-15N 094-45E	(ii) 10-05N 095-05E	(iii) 09-45N 096-00E	(iv) 08-55N 095-40E	(i) 19-00S 133-00W	(ii) 17-00S 133-00W	(iii) 14-30S 115-00W	(iv) 08-30S 093-00W	(v) 10-30S 093-00W	(vi) 16-30S 115-00W
(i) 13-30N 080-30E	(ii) 13-50N 080-35E																									
(iii) 13-35N 081-30E	(iv) 13-15N 081-25E																									
(i) 13-00N 082-10E	(ii) 13-30N 082-15E																									
(iii) 12-55N 084-05E	(iv) 12-25N 084-00E																									
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(iii) 14-30S 115-00W	(iv) 08-30S 093-00W																									
(v) 10-30S 093-00W	(vi) 16-30S 115-00W																									
<p>149. India West Coast – off Okha and Porbandar. Charts 21 202 204 205 251 252 271 291 INT 71. Firing from Kathiawar air to air range scheduled from 09-18 Mar 15 from 0230-0930 UTC in danger area bounded by</p> <p>(a) 22-18.54N 068-25.00E (b) 22-06.04N 068-49.00E (c) 21-30.79N 069-26.99E (d) 21-09.04N 069-40.49E (e) 21-30.54N 068-48.50E</p> <p>2. No vessels permitted in danger area.</p> <p>3. Cancel this MSG 181030 UTC Mar 15.</p>																										
<p>150. India West Coast – Malwan. Charts 22 213 214 256 257 293 INT 71. Naval ship progressing Hydrographic Survey till 24 Mar 15 in area bounded by</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">(a) 15-50.0N 073-10.5E</td> <td style="width: 50%;">(b) 15-50.0N 073-25.0E</td> </tr> <tr> <td>(c) 16-07.0N 073-25.0E</td> <td>(d) 16-07.0N 073-10.5E</td> </tr> </table> <p>2. Wide berth of 03 NM from ship requested.</p> <p>3. Cancel this MSG 250001 Mar 15.</p>	(a) 15-50.0N 073-10.5E	(b) 15-50.0N 073-25.0E	(c) 16-07.0N 073-25.0E	(d) 16-07.0N 073-10.5E																						
(a) 15-50.0N 073-10.5E	(b) 15-50.0N 073-25.0E																									
(c) 16-07.0N 073-25.0E	(d) 16-07.0N 073-10.5E																									
<p>151. India West Coast – off Quilon. Charts 22 221 222 259 260 INT 71. Naval ship with survey boats progressing Hydrographic Survey till 04 Mar 15 in area bounded</p>																										

151. Continued.	(a) 08-40N 076-00E	(b) 08-55N 076-00E
	(c) 08-55N 076-15E	(d) 08-40N 076-15E
2.	Wide berth of 03 and 01 NM around ship and boat requested.	
3.	Cancel this MSG 050001 UTC Mar 15.	
152. Cancel NAVAREA VIII 134/15. India East Coast – Bay of Bengal.	Charts 31 32 33 354 355 357 391 INT 706.	
	Rig list correct at 231006 UTC Mar 15.	
	ABAN II	16-39.14N 082-22.72E
	ACTINIA	16-16.44N 082-11.80E
	DEEP SEA MATDRILL	16-24.53N 082-02.93E
	DSR DHIRUBHAI DEEPWATER KG-2	16-41.80N 082-41.50E
	PLATINUM EXPLORER	16-31.80N 082-29.70E
	GSF-140	16-24.70N 082-23.30E
	HERCULES 208	17-01.93N 082-20.35E
	NOBLE DUCHESS	16-08.83N 081-40.92E NEW
	SAGAR VIJAY	16-32.72N 082-28.36E
	SAGAR RATNA	16-22.04N 081-59.25E
2.	wide berth requested	
153. India West Coast – Betul.	Charts 22 214 215 257 293 INT 71. New lighthouse established in position 15-08.70N 073-57.50E, FIW15s88Mtr20M.	
154. India West Coast – off Gulf of Kachchh.	MSV Al Wafa reported sunk in position 22-51.07N 068-11.13E due flooding and adverse sea conditions.	
2.	Caution advised.	
155. Bay of Bengal – off Bangladesh.	Charts 31 351 360 361 371 INT 71 INT 706. Firing practice by BN ships scheduled daily till 31 Mar 15 from 0000-1700 UTC in area bounded by	
	AREA- A	
	(I) 21-20.83N 090-34.00E (II) 21-41.00N 091-14.00E (III) 21-20.83N 091-28.00E (IV) 21-00.00N 090-47.83E	
	AREA-B	
	(I) 20-46.00N 090-00.00E (II) 20-58.00N 090-17.00E (III) 20-40.00N 090-38.00E (IV) 20-28.00N 090-22.00E	
	AREA-D	
	(I) 20-07.00N 090-52.00E (II) 20-22.00N 091-06.00E (III) 20-00.00N 091-36.00E (IV) 19-44.00N 091-21.00E	
	AREA-D1	
	(I) 20-22.00N 091-06.00E (II) 20-46.50N 091-31.00E (III) 20-24.00N 091-59.00E (IV) 20-00.00N 091-36.00E	
	AREA-E	
	(I) 21-18.00N 089-31.00E (II) 21-18.00N 089-50.00E (III) 21-04.00N 089-54.00E (IV) 21-04.00N 089-34.00E	
	AREA-F	
	(I) 20-58.00N 089-34.00E (II) 20-58.00N 089-54.00E (III) 20-34.00N 089-54.00E (IV) 20-34.00N 089-34.00E	
2.	Safe flying height for area b/ d/ e 12 km and a/ d1 / f 3 KM.	
3.	Cancel this MSG 311800 UTC Mar 15.	
156. Cancel NAVAREA VIII 440/14 and this MSG.		
157. Indian West Coast – Gulf of Khambhat.	Charts 21 209 210 254 292 INT 71. Firing practice by CG aircraft scheduled on 07 Mar from 0430-0830 UTC 15 in area bounded by	
	(a) 20-18.50N 072-02.50E	(b) 20-18.50N 072-15.00E
	(c) 20-09.50N 072-12.00E	(d) 20-09.50N 072-00.00E
2.	Safe flying height 1600 mtr.	
3.	Cancel this MSG 070930 UTC Mar 15.	
158. Cancel NAVAREA VIII 125/15. India West Coast – Arabian Sea.	Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 041002 UTC Mar 15	
	ABAN ICE	18-35.95N 071-15.96E
	BADRINATH	19-28.06N 071-53.40E
	CE THORNTON	21-03.00N 072-23.00E
	DISCOVERY-1	19-05.35N 072-06.89E
	DYNAMIC VISION	18-39.23N 070-58.86E
	ENERGY DRILLER	18-39.56N 072-06.00E
	FG MC CLINTOCK	19-32.35N 071-20.92E
	GREAT DRILLER CHAAYA	18-40.10N 072-13.58E
	GREATDRILL CHETNA	19-57.30N 071-14.47E
	GREATDRILL CHITRA	19-19.55N 072-00.81E
	HARVEY H WARD	19-36.73N 071-24.01E
	JINDAL STAR	19-08.72N 071-55.25E NEW
	JT ANGEL	20-09.38N 071-49.42E
	KEDARNATH	20-15.31N 071-15.17E
	NOBLE ED HOLT	18-55.59N 072-02.48E

158. Continued.			
RON TAPMEYAR	19-14.45N		070-58.88E
SAGAR GAURAV	19-12.67N		070-55.61E
SAGAR SHAKTI	19-13.89N		072-08.37E
SAGAR JYOTI	19-25.56N		071-17.81E
SAGAR KIRAN	18-39.66N		072-13.33E NEW
SAGAR LAXMI	20-58.00N		071-33.00E
SAGAR PRAGATI	20-58.00N		071-33.00E
SAGAR UDAY	18-36.16N		071-01.64E
SUNDOWNER VII	18-36.21N		072-13.99E
TRIDENT II	18-55.85N		072-18.36E
TRIDENT XII	19-07.35N		072-06.45E
VICTORY DRILLER	19-27.70N		071-11.15E NEW
VIRTUE-I	19-22.29N		071-03.63E
2.	Wide berth requested.		
159. Cancel NAVAREA VIII 147/15 and this MSG.			
160. India East Coast – off KG Basin.	Charts 32 355 INT 71 INT 706. Four black subsea hoses of 7.6-10.7 mtrs length / 0.5 mtr dia / 1800-2500 kg weight reported missing from SPM in position 16-22.27N 082-05.43E in Ravva oil field.		
2.	Caution advised.		
161. India West Coast – Porbandar.	Charts 21 204 205 252 292 INT 71. North end of GMB jetty reported damaged near curved portion. Underwater obstructions reported in vicinity of damaged portion.		
2.	Caution advised.		
162. India West Coast – Arabian Sea.	Charts 22 256 293 INT 71. Firing by IN ships scheduled daily on 13 and 14 Mar 15 from 1230-1530 UTC in area bounded by		
	(a) 16-25N	071-18E	(b) 17-05N 071-18E
	(c) 17-05N	071-54E	(d) 16-25N 071-54E
2.	Safe flying height 10000 mtrs.		
3.	Cancel this MSG 141630 UTC Mar 15.		
163. India East Coast – Balasore.	Charts 31 351 3017 INT 71 INT 706. Experimental flight trial scheduled from ITR on 12 14 16 19 Mar 15 from 0430-0830 UTC in area bounded by		
	(a) 21-18.13N	086-50.63E	(B) 20-48.61N 087-16.02E
	(C) 21-02.96N	087-34.34E	(D) 21-32.06N 087-08.36E
2.	No over flight and shipping permitted in danger zone.		
3.	Cancel this MSG 190930 UTC Mar 15.		
164. Bay of Bengal.	Charts 23 32 33 INT 71. FVSL Tharu-02 (Reg no IMUL-A-0289-KLT, blue and red colour) reported missing since 03 Jan 15 with 05 crew in vicinity of 06N 083E.		
165. Cancel NAVAREA VIII 575/14 129/15 and this MSG.	INTM 057 058 of 05/15 refers.		
166. Cancel NAVAREA VIII 148/15 and this MSG.			
167. NAVAREA VIII Warnings in Force as on 05 Mar 2015			
	2013 Series – 035 228 662		
	2014 Series – 111 211 233 241 310 311 336 398 405 406 415 438 439 467 476 489 555 586 614 654 662 676		
	2015 Series - 025 030 041 055 081 090 091 099 114 120 122 124 132 133 137 138 140 141 142 143 144 149 150 152 153 154 155 156 157 158 160 161 162 163 164 165 166		
	(a) NAVAREA VIII warnings less than 42 days old (055/15 onward) promulgated via SafetyNet.		
	(b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on www.hydrobharat.nic.in .		
	(c) Text of Navarea VIII warnings also printed in fortnightly Indian N to M.		
2.	Cancel this MSG 131008 UTC Mar 15.		
168. Arabian Sea.	Charts 21 250 INT 71. Refer to NAVAREA IX message 059. Missile firing will be carried out between 0400-0700 UTC on 09 and 10 Mar 15 in area bounded by		
	(a) 25-43.83N	066-19.45E	(b) 25-16.83N 067-11.36E
	(c) 02-00.30N	054-18.62E	(d) 02-27.26N 053-30.92E
2.	Altitude 692000 mtrs.		
3.	Vessels to keep clear of danger area.		
4.	Cancel this MSG 100900 UTC Mar 15.		
169. India West Coast – off Mumbai High.	Charts 21 253 255 293 INT 71. RV Pacific Finder progressing seismic survey till 03 Apr 15 in area bounded by		
	(a) 20-10N	070-40E	(b) 20-10N 071-30E
	(c) 18-50N	071-30E	(d) 18-50N 070-40E

169. Continued.
2. Wide berth of 06 NM around vessel requested.
3. Cancel this MSG 040001 UTC Apr 15.
170. Cancel NAVAREA VIII 152/15. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list correct at 051011 UTC Mar 15.
ABAN II 16-39.14N 082-22.72E
ACTINIA 16-16.44N 082-11.80E
DEEP SEA MATDRILL 16-24.53N 082-02.93E
DSR DHIRUBHAI DEEPWATER KG-2 16-41.80N 082-41.50E
PLATINUM EXPLORER 16-31.80N 082-29.70E
GSF-140 16-24.70N 082-23.30E
NOBLE DUCHESS 16-08.83N 081-40.92E NEW
SAGAR VIJAY 16-32.72N 082-28.36E
SAGAR RATNA 16-22.04N 081-59.25E
2. Wide berth requested.
171. Indian Ocean – off Reunion Island. Charts INT 70 INT 71. Two tree trunks 04 mtr long reported adrift in position 20-56S 055-10E.
2. Caution advised.
3. Cancel this MSG 111200 UTC Mar 15.
172. Andaman Sea – South Andaman. Charts 41 404 473 INT 706. Firing by CG aircraft scheduled daily from 11-14 Mar 15 from 0200-1000 UTC in area bounded by
(a) 11-50N 093-20E (b) 11-50N 093-35E
(c) 12-00N 093-20E (d) 12-00N 093-35E
2. Safe flying ht 1530 m.
3. Cancel this MSG 141100 UTC Mar 15.
173. Indian West Coast – Gulf of Khambhat. Charts 21 209 210 254 292 INT 71. Firing practice by CG aircraft scheduled on 13 Mar 15 from 0430-0830 UTC in area bounded by
(a) 20-18.50N 072-02.50E (b) 20-18.50N 072-15.00E
(c) 20-09.50N 072-12.00E (d) 20-09.50N 072-00.00E
2. Safe flying ht 1600 m.
3. Cancel this MSG 130930 UTC Mar 15.
174. Andaman Sea – South Andaman. Charts 41 405 406 473 INT 76. Firing practice by in ships scheduled daily on 15 and 16 Mar 15 from 0500-1100 UTC in area bounded by
(a) 11-14.90N 092-50.50E (b) 11-02.20N 092-50.50E
(c) 11-02.20N 092-38.00E (d) 11-14.90N 092-38.00E
2. Safe flying ht 6000 m.
3. Cancel this MSG 161200 UTC Mar 15.
175. India West Coast – Trivandrum. Charts 22 32 222 260 INT 71 INT 706. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 18 Mar 15 from 0530-0730 UTC.
2. Danger zones
(a) Sector of radius 05 NM from launcher between azimuth 190 and 300
(b) Sector of radii 45 and 75 NM from launcher between azimuth 220 and 260.
3. No over flight and shipping permitted in danger zone.
4. Cancel this MSG 180830 UTC Mar 15.
176. India West Coast – Arabian Sea. Charts 21 292 293 INT 71. Firing by IN ships scheduled on 16 Mar 15 from 1230-1530 UTC in area bounded by
(a) 18-10N 070-46E (b) 18-12N 070-56E
(c) 18-03N 071-00E (d) 18-01N 070-50E
2. Safe flying ht 6000 m.
3. Cancel this MSG 161630 UTC Mar 15.
177. India East Coast – Palk Bay. Charts 32 357 358 INT 71 INT 706. IN ship progressing Hydrographic Survey till 31 Mar 15 in area bounded by
(a) 09-43.5N 078-53.0E (b) 09-43.5N 079-25.0E
(c) 09-57.0N 079-35.0E (d) 10-05.5N 080-05.5E
(e) 10-36.0N 080-52.5E (f) 10-36.0N 078-53.0E
2. Wide berth of 02 NM from ship requested.
3. Cancel this MSG 010001 Apr 15.
178. India East Coast – KG Basin. Charts 32 355 356 INT 71. Drill ship Chikyu progressing survey till 31 Jul 15 in area bounded by
Area 1
(a) 15-57.71N 082-06.99E (b) 15-41.79N 082-07.00E
(c) 15-34.14N 081-46.16E (d) 15-46.15N 081-43.00E
Area 2

<p>178. Continued.</p> <p>(a) 15-43.84N 081-27.33E (b) 15-29.48N 081-33.14E (c) 15-24.78N 081-20.37E (d) 15-20.27N 081-11.96E (e) 15-29.16N 081-09.45E (f) 15-57.13N 081-14.25E</p> <p>2. Wide berth of 05 NM around vessel requested. 3. Cancel this MSG 010001 Aug 15.</p>
<p>179. India East Coast – off Nizampatnam. Charts 31 32 355 391 3026 INT 706. Army firing scheduled from 18-21 and 25-28 Mar 15 between 0130 - 1530 UTC.</p> <p>2. Danger area contained within radials 100 and 210 deg (t) extending up to 100 km from 15-50.5N 080-29.5E. 3. Cancel this MSG on 281630 UTC Mar 15.</p>
<p>180. India East Coast – off Balasore. Charts 31 351 INT 71 INT 706. IN ship with survey boats progressing Hydrographic Survey till 26 Mar 15 in area bounded</p> <p>(a) 21-05.00N 087-10.75E (b) 21-11.50N 087-10.75E (c) 21-11.50N 087-17.50E (d) 21-05.00N 087-17.50E</p> <p>2. Wide berth of 02 / 01 NM around ship / boat requested. 3. Cancel this MSG 270001 UTC Mar 15.</p>
<p>181. Cancel NAVAREA VIII 163/15. India East Coast – Balasore. Charts 31 351 3017 INT 71 INT 706. Experimental flight trial scheduled from ITR daily from 12-14 and 16-19 Mar 15 from 0430-0830 UTC in area bounded by</p> <p>(a) 21-18.13N 086-50.63E (b) 20-48.61N 087-16.02E (c) 21-02.96N 087-34.34E (d) 21-32.06N 087-08.36E</p> <p>2. No over flight and shipping permitted in danger zone. 3. Cancel this MSG 190930 UTC Mar 15.</p>
<p>182. India East Coast – off Manappad. Charts 23 32 223 224 INT 71. GRP boat (LOA 13.3 m / beam 3.2 m) reported sunk in position 08-18.72N 078-05.99E. Position marked by buoy.</p>
<p>183. India West Coast – Okha Mandal. Charts 21 202 203 251 292 INT 71. Kachchigadh light house Racon (F0397) not working.</p>
<p>184. Cancel NAVAREA VIII 132/15 and this MSG.</p>
<p>185. India East Coast – Gulf of Mannar. Charts 32 222 224 262 INT 71 INT 706. Firing practice by CG aircraft scheduled from 16-21 Mar 15 from 0130 - 1130 UTC in area bounded by</p> <p>(a) 08-25N 078-25E (b) 08-40N 078-45E (c) 08-35N 078-30E</p> <p>2. Safe flying ht 2000 m. 3. Cancel this MSG 211230 UTC Mar 15.</p>
<p>186. India West Coast – off Vengurla. Charts 22 214 259 293 2043 2046 INT 71. IN ship with survey boats will progress Hydrographic Survey from 14 Mar - 08 Apr 15 in area bounded within 15-33N to 15-54N and 073-14E to 073-47E.</p> <p>2. Wide berth of 02 / 01 NM around ship / boat requested. 3. Cancel this MSG 090001 UTC Apr 15.</p>
<p>187. Andaman Sea – off Myanmar. Charts 41 371 410 413 452 453 INT 71. ROV survey inspection of pipeline in progress till 06 Apr 15 in route</p> <p>(a) Gas (i) 15-07.39N 094-46.97E (ii) 14-34.36N 097-54.45E</p> <p>(b) Domestic (i) 15-07.39N 094-46.97E (ii) 15-07.67N 094-48.00E (iii) 15-07.99N 094-48.54E (iv) 15-20.61N 095-23.15E (v) 15-26.62N 095-31.60E (vi) 15-31.53N 095-36.03E (vii) 15-39.53N 095-43.37E (viii) 15-47.23N 095-41.84E (ix) 15-51.55N 095-38.86E (x) 15-53.91N 095-36.90E</p> <p>2. Unauthorized navigation within 0.5 KM on either side of pipeline prohibited. 3. Cancel this MSG 070001 UTC Apr 15.</p>
<p>188. Andaman Sea – off Myanmar. Charts 41 INT 71. MV Asian Warrior and MV Genesis progressing geophysical survey till 27 Mar 15 in area bounded by</p> <p>(i) 14-17.32N 095-32.48E (ii) 14-28.05N 096-07.91E (iii) 14-05.12N 096-14.95E (iv) 13-53.41N 095-39.80E</p> <p>2. Unauthorized navigation / anchoring/trawling prohibited within 4 KM from survey area. 3. Cancel this MSG 280001 UTC Mar 15.</p>
<p>189. Cancel NAVAREA VIII 137/15. Indian Ocean. Charts INT 70 INT 73. 12 mtr white sailing catamaran reported overdue with 03 crew on passage from Cape Town to Phuket. Last reported position 26-00S 080-09E on 18 Jan 15.</p> <p>2. Vessels transiting through area to report sighting to JRCC Australia. 3. Cancel this MSG 311000 UTC Mar 15.</p>

<p>190. India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706. PTA flight scheduled daily from 16-22 Mar 15 from 0030-1230 UTC in area bounded by</p> <p>(a) 19-17.67N 084-55.21E (b) 19-10.75N 084-47.38E (c) 18-56.03N 084-52.64E (d) 19-12.33N 085-14.92E</p> <p>2. Safe flying ht 1550 m. 4. No over flight and vessels permitted in area. 5. Cancel this MSG 221330 UTC Mar 15.</p>																																																																																							
<p>191. Cancel NAVAREA VIII 158/15. India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list correct at 131008 UTC Mar 15</p> <table border="0"> <tr><td>ABAN ICE</td><td>18-35.95N</td><td>071-15.96E</td></tr> <tr><td>BADRINATH</td><td>19-28.06N</td><td>071-53.40E</td></tr> <tr><td>CE THORNTON</td><td>21-03.00N</td><td>072-23.00E</td></tr> <tr><td>DISCOVERY-1</td><td>19-05.35N</td><td>072-06.89E</td></tr> <tr><td>DYNAMIC VISION</td><td>18-39.23N</td><td>070-58.86E</td></tr> <tr><td>ENERGY DRILLER</td><td>18-39.56N</td><td>072-06.00E</td></tr> <tr><td>FG MC CLINTOCK</td><td>19-13.43N</td><td>071-28.72E NEW</td></tr> <tr><td>GREAT DRILLER CHAAYA</td><td>18-40.10N</td><td>072-13.58E</td></tr> <tr><td>GREATDRILL CHETNA</td><td>19-57.30N</td><td>071-14.47E</td></tr> <tr><td>GREATDRILL CHITRA</td><td>19-19.55N</td><td>072-00.81E</td></tr> <tr><td>HARVEY H WARD</td><td>19-36.73N</td><td>071-24.01E</td></tr> <tr><td>JINDAL STAR</td><td>19-08.72N</td><td>071-55.25E</td></tr> <tr><td>JT ANGEL</td><td>20-09.38N</td><td>071-49.42E</td></tr> <tr><td>KEDARNATH</td><td>20-15.31N</td><td>071-15.17E</td></tr> <tr><td>NOBLE ED HOLT</td><td>18-55.59N</td><td>072-02.48E</td></tr> <tr><td>RON TAPMEYAR</td><td>19-14.45N</td><td>070-58.88E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-12.67N</td><td>070-55.61E</td></tr> <tr><td>SAGAR SHAKTI</td><td>20-20.43N</td><td>071-15.41ENEW</td></tr> <tr><td>SAGAR JYOTI</td><td>19-25.56N</td><td>071-17.81E</td></tr> <tr><td>SAGAR KIRAN</td><td>18-39.66N</td><td>072-13.33E</td></tr> <tr><td>SAGAR LAXMI</td><td>20-58.00N</td><td>071-33.00E</td></tr> <tr><td>SAGAR PRAGATI</td><td>20-58.00N</td><td>071-33.00E</td></tr> <tr><td>SAGAR UDAY</td><td>18-36.16N</td><td>071-01.64E</td></tr> <tr><td>SUNDOWNER VII</td><td>18-36.21N</td><td>072-13.99E</td></tr> <tr><td>TRIDENT II</td><td>18-55.85N</td><td>072-18.36E</td></tr> <tr><td>TRIDENT XII</td><td>19-07.35N</td><td>072-06.45E</td></tr> <tr><td>VICTORY DRILLER</td><td>19-27.70N</td><td>071-11.15E</td></tr> <tr><td>VIRTUE-I</td><td>19-22.29N</td><td>071-03.63E</td></tr> <tr><td>VALIANT DRILLER</td><td>19-25.36N</td><td>071-19.57E NEW</td></tr> </table> <p>2. Wide berth requested.</p>	ABAN ICE	18-35.95N	071-15.96E	BADRINATH	19-28.06N	071-53.40E	CE THORNTON	21-03.00N	072-23.00E	DISCOVERY-1	19-05.35N	072-06.89E	DYNAMIC VISION	18-39.23N	070-58.86E	ENERGY DRILLER	18-39.56N	072-06.00E	FG MC CLINTOCK	19-13.43N	071-28.72E NEW	GREAT DRILLER CHAAYA	18-40.10N	072-13.58E	GREATDRILL CHETNA	19-57.30N	071-14.47E	GREATDRILL CHITRA	19-19.55N	072-00.81E	HARVEY H WARD	19-36.73N	071-24.01E	JINDAL STAR	19-08.72N	071-55.25E	JT ANGEL	20-09.38N	071-49.42E	KEDARNATH	20-15.31N	071-15.17E	NOBLE ED HOLT	18-55.59N	072-02.48E	RON TAPMEYAR	19-14.45N	070-58.88E	SAGAR GAURAV	19-12.67N	070-55.61E	SAGAR SHAKTI	20-20.43N	071-15.41ENEW	SAGAR JYOTI	19-25.56N	071-17.81E	SAGAR KIRAN	18-39.66N	072-13.33E	SAGAR LAXMI	20-58.00N	071-33.00E	SAGAR PRAGATI	20-58.00N	071-33.00E	SAGAR UDAY	18-36.16N	071-01.64E	SUNDOWNER VII	18-36.21N	072-13.99E	TRIDENT II	18-55.85N	072-18.36E	TRIDENT XII	19-07.35N	072-06.45E	VICTORY DRILLER	19-27.70N	071-11.15E	VIRTUE-I	19-22.29N	071-03.63E	VALIANT DRILLER	19-25.36N	071-19.57E NEW
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<p>192. Navarea VIII Warnings in Force as on 13 Mar 2015</p> <p>2013 series – 035 228 662 2014 series – 111 211 233 241 310 311 336 398 405 406 415 438 439 467 476 489 555 586 614 654 662 676 2015 series – 025 030 041 055 081 099 114 120 122 124 133 138 140 141 142 143 144 149 150 153 154 155 160 161 162 164 169 170 172 174 175 176 177 178 179 180 181 182 183 185 186 187 188 189 190 191</p> <p>(a) Navarea Viii warnings less than 42 days old (081/15 onward) promulgated via SafetyNet. (b) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available on www.hydrobharat.nic.in. (c) Text of NAVAREA VIII warnings also printed in fortnightly Indian N to M.</p> <p>2. Cancel this MSG 201009 UTC Mar 15.</p>																																																																																							
<p>193. Cancel NAVAREA VIII 181/15. India East Coast – Balasore. Charts 31 351 3017 INT 71 INT 706. Experimental flight trial scheduled from ITR daily from 16-19 Mar 15 from 0430-0830 UTC in area bounded by</p> <p>(a) 21-18.13N 086-50.63E (b) 20-48.61N 087-16.02E (c) 21-02.96N 087-34.34E (d) 21-32.06N 087-08.36E</p> <p>2. No over flight and shipping permitted in danger zone. 3. Cancel this MSG 190930 UTC Mar 15.</p>																																																																																							
<p>194. South Indian Ocean – Rodriguez island. Charts INT 70 INT 701 INT 702. IN ship will undertake Hydrographic Survey from 14 Mar – 23 Apr 15 in area bounded within 25-00S to 13-55S 62-00E to 72-15E.</p> <p>2. Wide berth of 03 NM around vessel requested. 3. Cancel this MSG on 240001 UTC Apr 15.</p>																																																																																							

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West coast of India Pilot (INP-1) Chapter -5 (Page – 174)

Article 5.51, para 1,
Insert text before line 6,

Thottapally light beacon (09°19'.18N, 76°22'.80E) (5.63).

(Source: DLL, Kochi)

(06/15)

(Page – 175)

Article 5.63, para 3,
Insert text after line 5,

Thottapally light beacon (white GI trestle tower, 15 m in height) (09°19'.18N, 76°22'.80E) stands at the foot of the N breakwater.

(Source: DLL, Kochi)

(06/15)

Chapter -6 (Page – 203)

Article 6.157, para 1,
Insert text before line 2,

Betul lighthouse (White Octagonal RCC tower, red spiral bands, 15 m in height) (15°08'.70N, 73°57'.50E) stands about 1 mile NE of Betul point.



(Photo Courtesy: DLL, Mumbai)

BETUL LIGHTHOUSE

(Source: DLL, Mumbai)

(06/15)

Article 6.157, para 2,
Insert text before line 2,

Betul lighthouse – as above.

(Source: DLL, Mumbai)

(06/15)

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7363	- Mina Zayid. W Breakwater. N end	24 32.43 N 54 23.05 E	Iso Y 6s	..	..	Black column, white bands	
	*	*	*	*	*	*	*
D7363.38	- Umm an Nar Refinery. N Basin	24 29.24 N 54 29.15 E	Fl Y 5s	..	..	Yellow beacon	
	*	*	*	*	*	*	*
D7363.39	- Khawr Laffan. Breakwater	24 29.22 N 54 29.28 E	VQ W				
	*	*	*	*	*	*	*
D7363.4	- Sas an NakhI Refinery. N Basin. R2	24 27.17 N 54 29.70 E	Fl G 3s	..	..	Green beacon	
	*	*	*	*	*	*	*
D7363.404	- Sas an NakhI. No 5	24 27.73 N 54 30.17 E	Fl Y 5s	..	..	Yellow beacon	
	*	*	*	*	*	*	*
D7363.405	- - No 11	24 27.64 N 54 30.68 E	Fl R 3s	..	..	Red beacon	
	*	*	*	*	*	*	*
D7363.406	- - No 6	24 27.33 N 54 31.51 E	Fl R 3s	..	..	Red beacon	
	*	*	*	*	*	*	*
D7363.407	- - No 7	24 27.27 N 54 31.48 E	Fl G 3s	..	..	Green beacon	
	*	*	*	*	*	*	*
D7363.408	- - No 9	24 27.37 N 54 31.09 E	Fl G 3s	..	..	Green beacon	
	*	*	*	*	*	*	*
D7363.409	- - No 10	24 27.51 N 54 30.64 E	Fl G 3s	..	..	Green beacon	
	*	*	*	*	*	*	*
D7363.41	- Sas an NakhI Refinery. R1	24 27.17 N 54 29.98 E	Fl R 3s	..	..	Red beacon	
	*	*	*	*	*	*	*
D7363.42	- - R3	24 26.94 N 54 29.60 E	Fl G 3s	..	..	Green beacon	
	*	*	*	*	*	*	*
D7363.43	- - R5	24 26.55 N 54 29.74 E	Fl G 3s	..	..	Green beacon	
	*	*	*	*	*	*	*
D7363.44	- - R4	24 26.61 N 54 30.18 E	Fl R 3s	..	..	Red beacon	
	*	*	*	*	*	*	*
D9110.3	AL BASRAH (AL BAKR) TERMINAL - SPM 5	29 39.31 N 48 50.80 E	Mo(U)W 15s	..	10	Superbuoy	
	- -	..	Horn Mo(U) 30s				
	- -	..	Racon	..	..	..	ILRS Vol 2 Station 78725
	*	*	*	*	*	*	*
F0631	Betul	15 08.70 N 73 57.50 E	Fl W 15s	20	89	White octagonal RCC tower, red spiral bands 15	fl 1
	*	*	*	*	*	*	*
F0706.5	Thottapally. N Breakwater	09 19.18 N 76 22.80 E	Fl(2)W 10s	15	15	White GI trestle tower 15	
	*	*	*	*	*	*	*
F1163	Ko Phayam	09 43.88 N 98 22.88 E	Fl(2)W 12s	63	15	White metal framework tower 15	fl 1, ec 2, fl 1, ec 8. TE 2015
	*	*	*	*	*	*	*
K1051.03	Bakiri Kasei. Port of Mitsubishi. Chemical Dolphin No 1	05 57.96 S 105 59.63 E	Fl Y 12s	7	10	Yellow single pipe beacon with yellow x topmark	fl 3.5. Ra refl
	*	*	*	*	*	*	*

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 24 dated 15 Dec 2014)

NIL

INP 31(2), 2014

(Last correction: Edition No. 05 dated 01 Mar 2015)

NIL

INP 31(5), 2011

(Last correction: Edition No. 22 dated 16 Nov 2014)

NIL

INP 31(6), 2012

(Last correction: Edition No. 04 dated 16 Feb 2015)

**PAGE 183, SRI LANKA, GENERAL NOTES, UNITED STATES
SPECIAL WARNING NUMBER 107:**

Delete Section.

(Source: BA 12/15)

(06/15)

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	



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

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NATION WIDE SAR TELE: 1554 (LAND LINE)

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