



INDIAN NOTICES TO MARINERS



EDITION NO. 18 DATED 16 SEP 2018

(CONTAINS NOTICES 149 TO 153)

REACH US 24 x 7



in的角度@navy.gov.in
msis-inho@navy.gov.in



+91-135-2748373



National Hydrographic Office
107-A, Rajpur Road
Dehradun – 248001
INDIA



Joint Director of Hydrography
Maritime Safety Information Services
+91- 135 - 2746290-117

www.hydrobharat.gov.in

CONTENTS

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

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

FEEDBACK: msis-inho@navy.gov.in



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



© Govt. of India Copyright

No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.

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 after 31 Oct 14 carry NHO crest as watermark on the reverse with backslip. Chart Agent's stamp is 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 charts and publications. Failure to comply with the warning may invite legal action.

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 some 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 forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
217	KUNDAPURA TO KASARAGOD	1,50,000	New Chart
220	TANUR NAGARAM TO MANAKKODAM	1,50,000	New Chart
221	ALLEPPEY TO QUILON	1,50,000	New Chart
2026	DAMAN ANCHORAGE	25,000	New Chart
2033 (INT 7341)	SIKKA PORT	12,500	New Edition
	SIKKA CHANNEL		
2079 (INT 7329)	APPROACHES TO MUNDRA PORT	37,500	New Edition
2083 (INT 7339)	APPROACHES TO SIKKA	37,500	New Chart
	RELIANCE TANKER BERTHS	5,000	
3009 (INT 7407)	KAKINADA PORT	10,000	New Chart
	KAKINADA ANCHORAGE	25,000	
3042	APPROACHES TO KAKINADA	50,000	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 Web site: www.hydro.gov.uk	C-MAP Norway AS Nyaskaiveien 2, 4379 Egersund, Norway Ph: +47 51 464700, +91 2262233326 Mob: +91 9820238542 Fax: +47 51 464701, +91 2267939504 Email: enc@c-map.com , info@c-map.co.no Website: www.c-map.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	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad - 500 034 Telangana Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com

SECTION – I

The list of charts affected by the Notices 149 to 153 contained in this edition is as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
31 (INT 756)	5	151, 153(T)
32 (INT 754)	5	153(T)
354 (INT 7408)	5	153(T)
391	5	153(T)
2006	4	152
2076 (INT 7338)	3	149
3004 (INT 7403)	5	150



SECTION – II**PERMANENT NOTICES*****149 (18/18) INDIA – WEST COAST – Jawaharlal Nehru Port and Trombay – Legend.**

Source: NHO, Dehradun.

Chart 2076 (INT 7338) [previous update 138/18]

Delete legend “Under Construction (2017)” Centered on 18° 56′.18N., 72° 56′.32E.

***150 (18/18) INDIA – EAST COAST – Chennai Harbour – Radio and TV tower light.**

Source: NHO Dehradun.

Chart 3004 (INT 7403) [previous update 132/17]Insert  at Radio tower 13° 05′.98N., 80° 17′.42E. at TV tower 13° 04′.01N., 80° 16′.86E.***151 (18/18) INDIA – BAY OF BENGAL – Northern Portion (Krishnapatnam to Bassein River) – Light.**

Source: Bangladesh notice 20/18.

Chart 31 (INT 756) [previous update 133/18]Insert  Fl.R.10s20M 22° 13′.64N., 91° 48′.01E. Fl.10s20M 22° 10′.68N., 91° 49′.51E.Delete  Fl.R.10s14M 22° 13′.62N., 91° 48′.03E. Fl.10s17M 22° 10′.78N., 91° 49′.25E.***152 (18/18) INDIA – Lakshadweep – Minicoy Island – Mooring Buoys.**

Source: IH-102, INS Sarvekshak.

Chart 2006 [previous update 204/16]Insert  08° 17′.60N., 73° 03′.38E.

08° 17′.55N., 73° 03′.41E.

08° 17′.13N., 73° 03′.29E.

08° 17′.10N., 73° 03′.24E.

08° 17′.06N., 73° 03′.13E.

Move  from 08° 17′.14N., 73° 03′.19E.

to 08° 17′.07N., 73° 04′.13E.

SECTION – III

TEMPORARY AND PRELIMINARY NOTICES

***153(T) (18/18) INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges.**

Source: Indian Navy.

1. Unexploded charges reported dumped by Indian Naval Ship in position 17° 00′.00N., 83° 40′.16E on 20 Apr 18.
2. Mariners to take note.

Charts Affected – 31 (INT 756) – 32 (INT 754) – 391 – 354 (INT 7408).



SECTION – IV

MARINE INFORMATION

1. NAVTEX TRANSMISSION

Status of MSI Promulgation by NAVTEX Stations is as follows:-

Mauritius (Cassis) - Operational

Seychelles (Mahe)-Operational

Following new Navtex stations along the Indian coast have commenced operations:-

INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz								
Sl.	Station Name	B1	Broad Cast Timings in UTC					
(a)	Veraval	H	0110	0510	0910	1310	1710	2110
(b)	Vengrula Point	J	0130	0530	0930	1330	1730	2130
(c)	Muttam Point	L	0150	0550	0950	1350	1750	2150
(d)	Porto Novo	O	0220	0620	1020	1420	1820	2220
(e)	Vakalpudi	Q	0240	0640	1040	1440	1840	2240
(f)	Balasure	S	0300	0700	1100	1500	1900	2300
(g)	Keating Point	V	0330	0730	1130	1530	1930	2330

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.

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.

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 07 of 2018(01st April 2018).

(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) 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.

8. **ADVISORY FOR ALL VESSELS NAVIGATING INDIAN WATERS**

(a) All vessels navigating in Indian waters are cautioned to keep a sharp look-out for fishing vessels and small crafts, as there have been several incidents of collisions with such vessels in the past resulting in loss of innocent lives as well as damage to property.

(b) It is further cautioned that all vessels need to exercise extreme care while navigating during hours of darkness as such vessels are generally of primitive built (wood/fibre/etc) due to which it may not be detected on ship's radar, especially during adverse weather conditions. Also, such vessels may not be properly lit, or sometimes, only one vessel may be lit among multiple vessels in a cluster.

(c) The general areas of concern on the west coast of India are the areas of convergence and divergence of traffic, mainly between Mangalore to Kanyakumari (Cape Comorin). Further, in these areas, additional caution needs to be exercised and wide berth be given to all such vessels.

(d) All fishing vessels are also cautioned to avoid fishing in areas having high density traffic. All fishing vessels are also required to always maintain proper lookout by sight, hearing and by all available means and comply with all applicable provisions of Collision Regulations.



List of Indian Chart Agents

<p>OSA Books and Periodicals R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: rpani246@gmail.com</p>	<p>M/s VDO Marine Insrtuments Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow & Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: atmain@md4.vsnl.net.in</p>
<p>M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor, 58, Dr. SunderlalBahl Path (Goa Street), Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: sales@globalcharts.in Web: www.globalcharts.com.sg</p>	<p>E.W.Liner Charts & Publication (India) 2/524, Sandeep Road, ChinnaNeelangarai, Chennai - 600041 Tele: +91-44-24490668 Fax: +91-44-24491668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com Web: www.ewliner.com</p>
<p>M/s C & C Marine Combine 25 Bank Street, 1st Floor, Fort Mumbai - 400 023 Tel: 91-22- 22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: vijay@ccmarine.in, sales@ccmarine.in</p>	<p>M/s Engineering Logistics Executive Multi Services Elems Charts, Door No: 61-4-45-A/4, Prakash Nagar, Malkapuram Visakhapatnam – 530 011 Mob: +91 9133871827 Email: sales@elemscharts.in Web: www.elemscharts.in</p>
<p>M/s SVR Chart Agencies Door No.50-81-48/4, Seetammapeta, Visakhapatnam – 530 016 Tel/ Fax: 0891-2799471, Cell: +91-9849120988, 9885797333 Email : mahalakshmitravels99@gmail.com mahalakshmitravels@hotmail.com</p>	<p>SMS Marine Private Ltd 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: info@c-map.co.in , raj.chakravorty@smsmap.com Web: www.smsmaps.co.in</p>
<p>M/s JM Maritime Services 24/24C Kavarana Building, Ground Floor, WadiBunder, 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</p>	<p>M/s Global Marine Infratech Pvt. Ltd. SikshaSandan, Ground Floor, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +91-9337477799, 7077702499 Email: tusarkantha@gmiindia.in Web: www.gmiindia.in</p>
<p>M/s Lift o Marine Allen’s Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: sankar@liftomarine.org, liftomarine77@gmail.com Web: www.liftomarine.org</p>	<p>L. R. Marine Services 301, 3rd Floor, Biryra House, 265, PerinNariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-66359148 Cell No: +91 8108926880/ +91 98214 60258 Email: lrcharts@gmail.com, lrmarine@live.com</p>
<p>M/s Zenith Surveys (I) Pvt. Ltd. Lakhani’sPlam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: zenithsurveys703@gmail.com nyvmane@yahoo.com Web: www.zenithsurvey.com</p>	<p>IIC Technologies Limited 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: somnath.marthi@iictechnologies.com sanjeev.sharma@iictechnologies.com Web: www.iictechnologies.com</p>

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 15Sep18:

2017 SERIES – 305 345 394 493685 723 762 814 829 866
2018 SERIES – 047 185 222 301 312 341 343 348 372 375 403 414 418 428 440 450 452 471 481
513 527 542 547 550 558 559 562 563 566 567 571 574 577 582 589 590 592 596 597 599 600
601 604 608 609 610 611 612 613 614 615 616 617

3. NAVAREA VIII Warnings issued during the period from 01Sep18to 15Sep18(both dates inclusive) are as tabulated below:–

<p>592. Bay of Bengal - off Trincomalee. Charts 23 32 33 357 358 359 INT 71. BGP Pioneer progressing seismic survey in area bounded by 07-35.5N 081-56.2E, 09-05.3N 081-01.2E, 10-31.8N 080-30.8E, 10-59.4N 081-46.5E, 09-18.6N 082-30.6E, 0748.8N 083-00.0E.</p> <p>2. Vessel towing cable of 6 M. Wide berth of 3 M ahead/abeam and 8 M astern requested.</p> <p>3. Cancel NAV MSG 588 and this MSG 151830 UTC Oct 18.</p>																						
<p>593. India East Coast – off Paradip. Charts 31 351 INT 71. Firing by CG Aircraft scheduled daily from 04 - 07 and 12 - 14 Sep 18 from 0330 - 1130 UTC in danger area bounded within 20-00N to 20-35N and 088-00E to 089-00E.</p> <p>2. Cancel this MSG 141230 UTC Sep 18.</p>																						
<p>594. Central Bay of Bengal. Chart 31 INT 71. SLFV Bituni-1 reported adrift 15-00N 087-00E at 020630 UTC Sep 18.</p> <p>2. Cancel this MSG 050630 UTC Sep 18.</p>																						
<p>595. India East Coast. Charts 31 355 356 357 INT 71. Rig list:-</p> <table> <tr><td>ABAN ABRAHAM</td><td>16-11.03N 082-13.01E</td></tr> <tr><td>ABAN II</td><td>16-39.01N 082-22.73E NEW</td></tr> <tr><td>DSR DDKG1</td><td>16-10.38N 082-39.10E</td></tr> <tr><td>ESSAR WILDCAT</td><td>16-15.79N 082-09.07E</td></tr> <tr><td>JACK BATES</td><td>16-25.70N 082-23.43E</td></tr> <tr><td>SSV LOUISIANA</td><td>16-18.70N 082-21.57E</td></tr> <tr><td>OLINDA STAR</td><td>16-23.08N 082-21.60E</td></tr> <tr><td>DSR PLATINUM EXPLORER</td><td>16-18.79N 082-17.81E</td></tr> <tr><td>SAGAR RATNA</td><td>15-21.91N 080-31.91E</td></tr> <tr><td>SAGAR VIJAY</td><td>16-28.32N 082-22.34E</td></tr> <tr><td>WEST TELESTO</td><td>15-27.38N 080-31.70E</td></tr> </table> <p>2. Wide berth requested.</p> <p>3. Cancel NAVAREA VIII MSG 570.</p>	ABAN ABRAHAM	16-11.03N 082-13.01E	ABAN II	16-39.01N 082-22.73E NEW	DSR DDKG1	16-10.38N 082-39.10E	ESSAR WILDCAT	16-15.79N 082-09.07E	JACK BATES	16-25.70N 082-23.43E	SSV LOUISIANA	16-18.70N 082-21.57E	OLINDA STAR	16-23.08N 082-21.60E	DSR PLATINUM EXPLORER	16-18.79N 082-17.81E	SAGAR RATNA	15-21.91N 080-31.91E	SAGAR VIJAY	16-28.32N 082-22.34E	WEST TELESTO	15-27.38N 080-31.70E
ABAN ABRAHAM	16-11.03N 082-13.01E																					
ABAN II	16-39.01N 082-22.73E NEW																					
DSR DDKG1	16-10.38N 082-39.10E																					
ESSAR WILDCAT	16-15.79N 082-09.07E																					
JACK BATES	16-25.70N 082-23.43E																					
SSV LOUISIANA	16-18.70N 082-21.57E																					
OLINDA STAR	16-23.08N 082-21.60E																					
DSR PLATINUM EXPLORER	16-18.79N 082-17.81E																					
SAGAR RATNA	15-21.91N 080-31.91E																					
SAGAR VIJAY	16-28.32N 082-22.34E																					
WEST TELESTO	15-27.38N 080-31.70E																					
<p>596. India East Coast – Vishakhapatnam. Charts 3012 INT 71. Dolphin nose DGPS (17-41N 083-18 E) off.</p>																						
<p>597. Bay of Bengal - off Chittagong. Charts 31 INT 71. Firing by Bangladesh Airforce scheduled daily from 09 - 29 Sep 18 from 0200 - 1100 UTC in danger area bounded by 21-30.05N to 21-55N and 091-27.83E to 091-47.82E.</p> <p>2. Cancel THIS MSG 291200 UTC Sep 18.</p>																						
<p>598. NAVAREA VIII Warnings in force as on 07 Sep 2018:-</p> <p>2017 SERIES – 305 345 394 493 685 723 762 814 829 866</p> <p>2018 SERIES – 047 185 222 301 312 341 343 348 372 375 403 414 418 428 440 450 452 471 481 513 527 542 547 550 558 559 562 563 566 567 571 574 577 580 582 583 585 589 590 592 593 595 596 597</p> <p>(A) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet.</p> <p>(B) Text of NAVAREA VIII warnings in force including those which no longer broadcast available in www.hydrobharat.gov.in</p> <p>2. Cancel this MSG 141830 UTC Sep 18.</p>																						
<p>599. India East Coast. Charts 31 355 356 357 INT 71. Rig list:-</p> <table> <tr><td>ABAN ABRAHAM</td><td>16-11.03N 082-13.01E</td></tr> <tr><td>ABAN II</td><td>16-39.01N 082-22.73E</td></tr> <tr><td>DSR DDKG1</td><td>16-11.20N 082-35.88E NEW</td></tr> <tr><td>ESSAR WILDCAT</td><td>16-15.79N 082-09.07E</td></tr> <tr><td>JACK BATES</td><td>16-25.70N 082-23.43E</td></tr> <tr><td>SSV LOUISIANA</td><td>16-18.70N 082-21.57E</td></tr> <tr><td>OLINDA STAR</td><td>16-23.08N 082-21.60E</td></tr> <tr><td>DSR PLATINUM EXPLORER</td><td>16-18.79N 082-17.81E</td></tr> </table>	ABAN ABRAHAM	16-11.03N 082-13.01E	ABAN II	16-39.01N 082-22.73E	DSR DDKG1	16-11.20N 082-35.88E NEW	ESSAR WILDCAT	16-15.79N 082-09.07E	JACK BATES	16-25.70N 082-23.43E	SSV LOUISIANA	16-18.70N 082-21.57E	OLINDA STAR	16-23.08N 082-21.60E	DSR PLATINUM EXPLORER	16-18.79N 082-17.81E						
ABAN ABRAHAM	16-11.03N 082-13.01E																					
ABAN II	16-39.01N 082-22.73E																					
DSR DDKG1	16-11.20N 082-35.88E NEW																					
ESSAR WILDCAT	16-15.79N 082-09.07E																					
JACK BATES	16-25.70N 082-23.43E																					
SSV LOUISIANA	16-18.70N 082-21.57E																					
OLINDA STAR	16-23.08N 082-21.60E																					
DSR PLATINUM EXPLORER	16-18.79N 082-17.81E																					

599. Continued.	SAGAR RATNA	15-21.91N 080-31.91E
	SAGAR VIJAY	16-28.32N 082-22.34E
	WEST TELESTO	15-27.38N 080-31.70E
2.	Wide berth requested.	
3.	CANCEL NAVAREA VIII MSG 595.	
600. India West Coast - off Mumbai.	Charts 21 22 254 255 292 293 INT 71. SV Fugro Mapper progressing survey from 09 Sep 18 in vicinity of 19-14.82N 071-00.38E, 19-33.05N 071-40.12E, 18-35.37N 072-17.47E, 18-32.74N 072-18.16E, 18-55.81N 072-00.92E, 19-38.26N 071-33.14E, 19-19.47N 071-12.06E, 19-34.46N 071-21.78E, 20-08.59N 071-44.96E, 18-39.23N 070-59.86E, 18-58.72N 071-32.49E, 18-53.89N 071-20.26E, 19-28.69N 071-46.66E, 19-10.82N 072-07.03E, 18-31.94N 072-16.23E. Wide berth requested.	
2.	Cancel this MSG 081830 UTC Oct 18.	
601. Bay of Bengal and Indian Ocean.	Charts 32 33 313 356 INT 70 71. PSLV Launch scheduled from 16 – 18 Sep 18 from 1615 - 2015 UTC.	
2.	Danger zone as follows:- ZONE -1: Circle of 10 nm from 13-43.9N 080-14.2E. ZONE-2: 12-05N 081-05E, 12-35N 081-35E, 11-50N 082-10E, 11-20N 081-40E. ZONE-3: 09-35N 082-45E, 09-35N 083-20E, 08-25N 083-20E, 08-25N 082-45E. ZONE-4: 00-00S 082-10E, 00-20S 083-30E, 04-05S 082-45E, 03-45S 081-25E. ZONE-5: 24-15S 077-25E, 24-55S 080-00E, 34-25S 078-00E, 33-45S 075-25E.	
3.	Cancel this MSG 182115 UTC Sep 18.	
602. India East Coast – off Kakinada.	Charts 31 32 391 INT 71. Firing by Naval Ships scheduled from 132230 – 141030 UTC Sep 18 in danger area bounded by 15-30N 083-24E, 16-14N 084-00E, 15-34N 084-46E 15-08N 084-24E.	
2.	Cancel this MSG 141130 UTC Sep 18.	
603. Central Bay of Bengal.	Chart 31 INT 71. SLFV Subodha Dinanthi2 reported adrift 14-40N 086-14E at 100330 UTC Sep 18.	
2.	Cancel this MSG 130330 UTC Sep 18.	
604. Bay of Bengal - Chittagong.	Charts BA 84 INT 71. Buoy-1 (22-12.69N 091-47.64E) reported sunk in same position.	
605. North Bay of Bengal.	Chart IN 31 INT 71. SLFV Nadeesha5 reported adrift 18-00N 089-37E AT 111130 UTC Sep 18.	
2.	Cancel this MSG 141130 UTC Sep 18.	
606. Andaman Sea – off Nicobar.	Charts IN 472 INT 71. Campbell Bay DGPS off from 130030 - 141230 UTC Sep 18.	
2.	Cancel this MSG 141330 UTC Sep 18.	
607. India East Coast – Tuticorin.	Charts IN 224 2075 INT 71. PandianTivult(08-47N 078-12E) unlit.	
608. Sri Lanka South Coast - off Galle.	Charts IN 32 225 264 INT 71. SLFV MaliduPutha reported capsized 05-55N 079-46E after collision ON 11 Sep 18. SAR for crew in progress.	
2.	Wide berth requested.	
609. India West Coast – Kochi.	Charts IN 220 260 2029 INT 71. Firing by Navy scheduled on:-	
	DATE	TIME (UTC)
	18 SEP 18	0900-1200
	21 SEP	0900-1200 AND 1230-1430
	25 SEP	0900-1200
	28 SEP	0900-1200 AND 1230-1430
2.	Danger area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44N 076-17.5E, 09-42.5N 076-09.5E.	
3.	Cancel this MSG 281530 UTC Sep 18.	
610. India East Coast – off Gopalpur.	Charts IN 352 353 3005 INT 71. Army Air Defence firing and BPTA flight scheduled on 18, 19, 20, 27, 28 Sep 18 from 0130-0830 and 0930-1430 UTC in danger area bounded by (A) 19-14.6N 084-53.7E (B) 19-07.39N 085-35.94E (C) 18-33.61N 084-53.74E and arc of 40 nm radius joining point B and C.	
2.	Cancel this MSG 281530 UTC Sep 18.	
611. India East Coast- Vishakhapatnam.	Charts IN 308 354 3002 INT 71. Firing by Naval Coast Battery scheduled on 19 Sep 18 FROM 0001 - 0200 UTC in danger sector extending upto 17 nm between bearing 070 and 130 from 17-42N 083-18E.	
2.	Cancel this MSG 190300 UTC Sep 18.	
612. Andaman Sea – off Cinque.	Charts IN 405 4030 INT 71. Firing by Naval Ships scheduled on 19 Sep 18 from 0030 - 0830 UTC in danger area bounded within 11-15N 092-31E, 11-14N 092-46E, 11-10N, 092-46E, 11-07N 092-32E.	
2.	Cancel this MSG 190930 UTC Sep 18.	
613. India West Coast - off Trivandrum.	Charts IN 222 223 INT 71. Rocket launch from Thumba(08-31.98N 076-52.05E) scheduled on 19 Sep 18 from 0530-0730 UTC.	
2.	Danger sector:- (A) Radius of 05 nm from Thumba between azimuth 190 and 300. (B) Radii of 45 and 75 nm from Thumba between azimuth 220 and 260.	
613. Continued.		
3.	Cancel this MSG 190830 UTC Sep 18.	

614.	India West Coast - off Hazira. Charts IN 208 209INT 71. Tug Coastal Rambler progressing survey from 16 Sep - 10 Oct 18 in vicinity of 21-03.7N 72-25.3E and 20-58.7N 072-27.9E. Wide berth requested.
2.	Cancel this MSG 101830 UTC Oct 18.
615.	Cancel NAVAREA VIII MSG 607/18 and this MSG.
616.	NAVAREA VIII warnings in force as on 14 Sep 2018:- 2017 SERIES – 305 345 394 493 685 723 762 814 829 866 2018 SERIES - 047 185 222 301 312 341 343 348 372 375 403 414 418 428 440 450 452 471 481 513 527 542 547 550 558 559 562 563 566 567 571 574 577 582 589 590 592 596 597 599 600 601 604 608 609 610 611 612 613 614 615 (A) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet. (B) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.gov.in .
2.	Cancel this MSG 211830 UTC Sep 18.
617.	North Bay of Bengal. Chart IN 31 INT 71. SLFV Nadeesha5 reported adrift17-16N 090-00E at 140300 UTC Sep 18.
2.	Cancel this MSG 170300 UTC Sep 18.

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

SECTION – VII

CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D6383.2	- Knysna. LdgLts 186°. Front	34 03.90 S 23 02.62 E	F R	..	1	White post	Strip light. TE 2018 *
D6383.3	- Knysna. LdgLts 186°. Rear	34 04.04 S 23 02.60 E	F W	..	1	White post	Strip light. TE 2018 *
D 7293.38	GOLFE DE TADJOURA - Ghoubbet. RecifDankalelo	11 31.85 N 42 31.50 E	FI(2)W 10s	..	..	#on black tower , red band	Isolated Danger Mark. TE 2018 *
D7349.5	Al HamraMarina. No 1 Groyne. Head	2541.81 N 5546.53 E	FI Y 4s	..	..	Yellow x on yellow beacon	*
D7349.51	Al HamraMarina. No 2 Groyne. Head	2541.74 N 5546.66 E	FI Y 4s	..	..	Yellow x on yellow beacon	*
D7356.6	Remove from list; deleted						
D7356.7	Remove from list; deleted						
D7356.72	Remove from list; deleted						
D7356.8	Remove from list; deleted						
D7356.82	Remove from list; deleted						
F0523	-- Inner Breakwater. Head	1855.66 N 72 50.43 E	F R	8	5	Metal column 5	TE 2018 *
F0734	TUTICORIN HARBOUR - PandiyanTivu. N end	08 47.14 N 7811.83 E	FI W10s	48	28	White round concrete tower, black stripes 23	<i>f</i> 0.5. Storm signals. TE 2018
	---	..	Racon	..	..	..	ILRS Vol 2 Station 79100
	---	..	AIS	..	..	..	MMSI No 004194416 *
F0970	VISAKHAPATNAM HARBOUR - Dolphin's Nose	17 40.59 N 8317.56 E	FI W10s	173	32	White square tower, black bands 19	<i>f</i> 0.3. F R on radio masts 240m NW
	--	..	Racon	..	..	..	ILRS Vol 2 Station 79180 TD 2018
	--	..	AIS	..	..	..	MMSI No 004194437 *
F1048	KARNAPHULI RIVER. CHITTAGONG - Normans Point	22 10.68 N 91 49.51 E	LFI W10s	45	20	Red and white framework tower	ILRS Vol 2 Station 79290 *
	--	..	Racon	..	..	..	ILRS Vol 2 Station 79290 *
F1049	- Patenga Point	22 13.64 N 91 48.01 E	LFI R10s	45	20	White metal framework tower, black bands 24	ILRS Vol 2 Station 79295 *
	--	..	Racon	..	..	..	ILRS Vol 2 Station 79295 *
F1057	Saint Martin's Island. N end	20 37.94 N 92 19.23 E	FI(2) W 20s	39	20	Red and white □on framework tower	ILRS Vol 2 Station 79360 *
	--	..	Racon	..	..	..	ILRS Vol 2 Station 79360 *
F1737.4	SINGAPORE PORT. JOHOR STRAIT. JOHOR - Sungai Johor. Batuan Neville	01 26.67 N 04 02.73 E	FI(2)R 5s	15	10	Red□on white column	TE; replaced by light-buoy FI(2) R 5s close E (T) 2018 *

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014

(Last correction: Edition No. 15 dated 01 Aug2018)

NIL

INP 31(2), 2014

(Last correction: Edition No. 16 dated 16Aug 2018)

PAGE 12, OMAN (Strait of Hormuz Coast)

76710 West Bukha Oil Field.

Delete entry

Source: BA 35/18) (18/18)

PAGE 22, BANGLADESH

79290 Norman's Point Lt.

Delete entry and replace by:

Norman's Point Lt	22°10'.68N 91°49'.51E					N		79290
--------------------------	-----------------------	--	--	--	--	---	--	--------------

PAGE 22, BANGLADESH

Insert below, 79290 Norman's Point Lt.

Patenga Point Lt	22°13'.64'N 91°48'.01E					C		79295
-------------------------	------------------------	--	--	--	--	---	--	--------------

Source: BA 36/18) (18/18)

NP 31(5), 2017

(Last correction: Edition No. 11 dated 01 Jun 2018)

PAGE 111, NAVAREA VII (South Africa).

Delete entry and replace by:

NAVAREA VII (South Africa)

The Hydrographer , S .A. Navy

Hydrographic Office

Private Bag X1,Tokai

7966 Cape Town

South Africa

Telephone : +27 21 7872408 (0730 - 1600 Mon - Fri)

Fax: +27 21 7872228 (H24 for Urgent navigational information)

email: hydrosan@iafrica.com (0730 - 1600 Mon - Fri)

ncc@sanavy.co.za (H24 for Urgent navigational information)

Website: www.sanho.co.za

Warning Urlwww.sanho.co.za/_nav_area7_bulletins/bulletin.htm

National Coordinator

COUNTRY	TELEPHONE	FACSIMILE	EMAIL/OTHER
South Africa	+27 21 7872445 +27 21 7872444 +27 21 7872408	+27 21 7872233	hydrosan@iafrica.com

Source: BA 35/18) (18/18)

8.2

INP 31(6), 2012

(Last correction: Edition No. 14 dated 16 July 2018)

NIL

SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

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

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

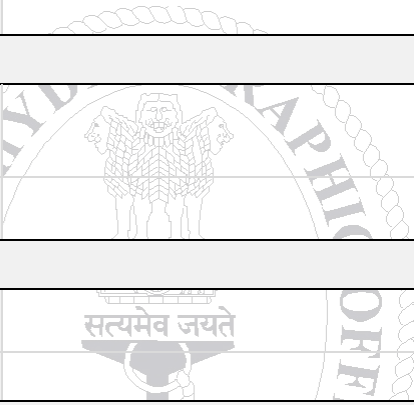

10. Changes to Port information should be forwarded on Form IH.102A together with form IH.102. Form 102A contains the information required for Sailing Directions and should be used as an *aide memoir*. The Mariners Handbook, NP100, Chapter 8 gives general instructions. Where there is insufficient space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

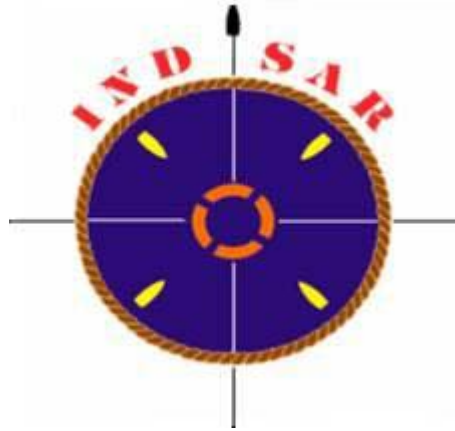
Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further, 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 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