Sea - Seek

Ebook Sailing guide / Guide nautique

Arabian Sea

Indian Ocean

June 2020
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The Arabian Sea is a northwestern extension of the Indian Ocean, positioned between India, Oman, Pakistan and Yemen, and Cape Guardafui in far northeastern Somalia. The sea connects with the Persian Gulf through the Gulf of Oman and the Strait of Hormuz. In the southwest, the Gulf of Aden connects it with the Red Sea. The most significant ports in the Arabian Sea include Karachi, Pakistan, and Mumbai, India.
Port protected by a breakwater.

Port protégé par une digue.
Masirah (en arabe ?????) est une île qui fait partie de la région Ash Sharqiyyah. Masirah est dotée d'une base aérienne.
The Gulf of Oman is a western extension of the Arabian Sea, positioned in the Middle East between Iran, Oman and the United Arab Emirates. It's the entrance to the Persian Gulf from the Arabian Sea and Indian Ocean.
3.1 - Fujayrah Emirate

Indian Ocean - Arabian Sea - Gulf of Oman - Fujayrah Emirate

A  Fujairah Port

Fujairah is one of the seven emirates that make up the United Arab Emirates, and the only one on the Gulf of Oman in the country's east instead of Persian Gulf (the other six emirates). The Emirate of Fujairah covers approximately about 1.4% of the area of the UAE. Fujairah is the only Emirate of the UAE that is almost totally mountainous.

3.1.1 - Fujairah Port

Indian Ocean - Arabian Sea - Gulf of Oman - Fujayrah Emirate
Port of Fujairah (or Fujayrah) is the only multi-purpose port on the Eastern seaboard of the United Arab Emirates, approximately 70 nautical miles from the Straits of Hormuz. Initial Construction of the Port started in 1978 as part of the economic development of the UAE. Full operations commenced in 1983. Since then the Port has embarked on a continuing process of enhancement to both its facilities and its comprehensive range of functions.

Good shelter.

Port of Fujairah General Contact:
Tel: 09-2228800
Fax: 09-2228811
Mail: info@fujairahport.ae

3.2 - Port Of Sohar

Indian Ocean - Arabian Sea - Gulf of Oman

Fujairah oil

Port protected by a breakwater.
Port protégé par une digue.

3.3 - Sahar

Indian Ocean - Arabian Sea - Gulf of Oman

alsahar

3.4 - Saham1

Indian Ocean - Arabian Sea - Gulf of Oman

Fujairah
3.5 - Jask

Indian Ocean - Arabian Sea - Gulf of Oman

Small port.
Petit port côtier.

3.6 - Mina Qabus

Indian Ocean - Arabian Sea - Gulf of Oman
Small port protected by a breakwater.

3.7 - Chah Bahar

Indian Ocean - Arabian Sea - Gulf of Oman

Petit port.protégé par une digue.

Small port.

Petit port côtier.
4 - Pakistan

Indian Ocean - Arabian Sea - Pakistan

A   Gwadar
25°06.76 N
62°20.08 E

B   Karachi

C   Muhamamad Bin Qasim

4.1 - Gwadar

Indian Ocean - Arabian Sea - Pakistan

4.2 - Karachi

Port de commerce côtier.

Indian Ocean - Arabian Sea - Pakistan

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4.3 - Muhamamad Bin Qasim

Indian Ocean - Arabian Sea - Pakistan

Port côtier.
West coast of India

Between Diu Head (from N) and Cape Rama (to S), there is the gulf of Cambay and the largest sea-port on the W coast of India, the port of Mumbai (Bombay), the largest seaport on the W coast of India.

An extensive offshore area is being developed for oil production. Numerous oil derricks, oil production platforms, single point moorings, etc., obstruct navigation within the area. Other unlit objects, pipelines, submerged obstructions, and well heads, sometimes marked by buoys, exist in this area; these features are not all charted due to their complexity and frequent change.

Recommended routes have been established by Indian authorities to aid traffic transiting the area, as well as vessels bound to or from the port of Mumbai (Bombay).

The Indian government requests that vessels remain 1 to 2 miles to starboard of the tracklines shown on the chart, consistent with safe navigation, and the International Regulations for Preventing Collisions at Sea.

5.1 - Kandla

Indian Ocean - Arabian Sea - West coast of India
5.2 - Okha

Indian Ocean - Arabian Sea - West coast of India

Small port.

Petit port côtier.
The Gulf of Cambay is about 30 miles wide at its entrance between Gopnath Point and Suvali Point. Malacca Banks, with deep channels to the W and E, lie in the fairway of the Arabian Sea.
Arabian Sea

Grant Channel and Sutherland Channel are safer to use than the channels between the banks, as the mariner is able to accurately fix his position from the objects on the coast; Sutherland Channel should be used only by those with local knowledge. The S part of the gulf is deep, but the N part is encumbered with sand banks, which frequently change because of the force of the bores and freshets from the rivers. Deep-draft vessels can proceed up the gulf as far as Piram Island, about 28 miles NNE of Gopnath Point. Local knowledge is necessary for vessels navigating above Gogha, about 6 miles NW of Piram Island.

Caution
Considerable shoaling is reported in the entrance of the Gulf of Cambay and mariners should navigate with caution in this vicinity. The sand and banks in the upper part of the gulf are subject to great alterations. Any directions for navigating this area must be considered as general only; local knowledge is necessary. Malacca Banks is the general name for four long narrow shoals lying in and obstructing the entrance of the Gulf of Cambay, between the parallels of 20°20'N and 21°20'N. These shoals, named in order from W, are Western Bank, Narbada Bank, Breaker Bank, and Eastern Bank. Deep channels are between these shoals, but they are narrow at their N ends, and it is inadvisable to use them. Western Bank dries in places. Grant Channel, between Western Bank and the coast NW, is steep-to on both sides, with general depths of 11.3 to 27m. bottom is sand toward the bank and mud toward the Channel off the N end of Western Bank. Depths in Grant Channel between Gopnath Point and Western Bank, 6 miles SSE of Gopnath Point, were reported (2002) to be 1 to 1.5m less than charted. Narbada Bank has a large area of drying sand near its center. Breaker Bank has a long sand bank near its center, which may be seen a long distance from the masthead when the sun shines on it at high water neaps, but it is submerged at high water springs. Depths of 2.7 to 3.3m lie at the N end of Breaker Bank, about 16 miles ENE of Gopnath Point; a drying patch was reported (1954) in this vicinity. A dangerous wreck lies about 5 miles SW of Breaker Bank. Eastern Bank has several shoal patches, some of which dry. Because the depths are deep within 0.2 mile of these shoal patches in many
places, soundings give little warning of the approach to these dangers.
Sutherland Channel, between Eastern Bank and the coast E, is about 2.5 miles wide at its narrowest part, WNW of Suvali Point. Two lighterage areas, one for general cargo and one for chemical and LPG cargo, which are best seen on the chart, are located about 5 miles W of Suvali Point.

**Caution**
Shoaling, including a drying patch about 300m wide, has been reported (2003, 2006) in an area extending from 2 to 3 miles SW of the SW corner of the charted General Lighterage Area.

The coast of the W side of the head of the gulf from Johnston Point to the entrance of the Bhadar River, about 26 miles NNE, is composed chiefly of mangrove jungle, extending several miles inland. The sand bank fronting this coast dries and extends from 1 mile to 4 miles offshore.

Mal Bank, the S end of which lies about 7.5 miles E of Johnston Point, is a large sand bank lying in the middle of the head of the gulf, and extends about 4 miles N.

There are channels on the either side of Mal Bank, each about 1 mile wide in the fairway, but local knowledge is necessary.
Malcolm Channel is the W channel.
Khambhat Channel leads NE into the estuary of the Mahi River from the N end of Mal Bank. Khambhat, the chief town in the area, lies on the N side of the estuary of the Mahi River.
5.3.1 - W Gulf of Cambay (W India)

Indian Ocean - Arabian Sea - West coast of India - Gulf of Cambay (W India) - W Gulf of Cambay (W India)

5.3.1.1 - Kuda point (W Cambay - India)

Indian Ocean - Arabian Sea - West coast of India - Gulf of Cambay (W India) - W Gulf of Cambay (W India)
The coast between Gopnath Point and Kuda Point, about 28 miles NNE, is low and covered with sandhills for about 18 miles to Mitivirdi; then it is comparatively high, with several ravines close to the coast. The country is flat and cultivated, with many scattered villages mostly surrounded by trees; inland it is generally from 30 to 61m high. Kuda Point, 10m high, has a thick clump of trees and a white bungalow on it. The trees are conspicuous from N or S, and the bungalow shows well during the forenoon when seen from E. Mallock Reef, about 1.5 miles SE of Kuda Point, lies on the W side of the channel between it and the reef extending NW from Piram Island.
5.3.1.2 - Piram island (W Cambay gulf - India)

Piram Island, 11m high and composed of sand, lies with its N end about 2.8 miles SE of Kuda Point. At the S end of the island there are a few trees and a little cultivation; the NE side is
fringed by a few mangrove trees. The lighthouse is conspicuous near the middle of the island; a small village is situated close N of the lighthouse.

Reefs surround the island and extend about 2.5 miles NNE, 0.5 mile E, and 1.5 miles SSE from the island. Shoal water, with depths of less than 11m, extends about 7.8 miles SSW from the S end of the reef surrounding Piram Island. The narrow channel between Mallock Reef and Piram Island should not be used without local knowledge as the tide runs through at a great velocity and there is very little slack water.

5.3.1.3 - Gopnath Point (W Cambay - India)
5.3.2 - E gulf of Cumbay (W India)

Indian Ocean - Arabian Sea - West coast of India - Gulf of Cambay (W India) - E gulf of Cumbay (W India)

5.3.2.1 - Luhara Point (E Cumbay - W India)

A Luhara Point (E Cumbay - W India)
B Suvali Point (E Cumbay - W India)
C Magdalla port (W India)

mv saga frontier
CONTI TAIPEI V001W

5.3.2.2 - Magdalla port (W India)

Indian Ocean - Arabian Sea - West coast of India - Gulf of Cambay (W India) - E gulf of Cumbay (W India)

channel 67, 9, 16

Please send me tide time table of 2019 of tapi river at Magdalla port send me on priyankitpatel@gmail.com
5.3.2.3 - Suvali Point (E Cumbay - W India)

Suvali Point, the E entrance point of the Gulf of Cambay, is fringed by the drying coastal reef which extends about 1 mile W of the point. Tapti Light is shown from a white circular stone column, 27m high, on the point; a tomb lies close SE of the light structure. The coast from Suvali Point to the entrance of Tena Creek, about 8.3 miles N, is fringed by a drying coastal reef. About 5 miles N of Suvali Point there are some sand hills, known as Suvali Hills. Between the entrance to Tena Creek and the entrance to Sena Creek, about 9 miles N, the coast is fringed with thick groves of palmyra trees. The Kim River, about 2 miles farther N, dries in its entrance. Tena Bank-Outer Bhagwa Sand, one continuous narrow bank nearly parallel with the coast, lies between the entrance to Tena Creek and the S entrance of the Kim River. Tena Bank, the S part of which dries, is a continuation of Outer Bhagwa Sand, the N part of which dries in patches. Bhagwa Channel, E of the above bank, is used only by small vessels with local knowledge.

5.3.3 - Dani point (E Cumbay - W India)
Dani Point Light is shown from a steel framework structure, 26m high, about 2.5 miles SE of the entrance to the Sena River. Gulwala Bank, with depths of less than 11m, extends about 6.3 miles S from a position about 3.5 miles W of the S entrance point of the Kim River. There is a drying patch near its N end. Between Gulwala Bank and Tena Bank and Outer Bhagwa Sand there are several shoals with depths of less than 5.5m. The intricate navigation required to pass through the channel E of Gulwala Bank, with its rapid tides, should not be attempted without local knowledge. At night, or in a large vessel, it is necessary to keep well W of Gulwala Bank.

5.4 - Porbandar

Indian Ocean - Arabian Sea - West coast of India
Small port protected by a breakwater.

Petit port protégé par une digue.

5.5 - Kotada Bluff (W India)

Indian Ocean - Arabian Sea - West coast of India
Kotada Bluff is 26m high and conspicuous. During W winds, boats can land on the NE side of the bluff.

5.6 - Piparav Bandar port (W India)

5.7 - Jafarabad harbour (W India)
Nawabandar is a promontory situated 2 miles E of Diu Harbor; the intervening coast is high, with deep water close to it. A light is shown from a white circular building on the promontory. The town of Delvada, about 2.5 miles NW of Nawabandar, has a large conspicuous temple with twin minarets. Storm signals are shown at Nawabandar; the Brief System is used.
Diu Head, a rocky bluff about 30m high, can be identified by the lighthouse, two long buildings, and a small temple lying near its summit. From this summit the land slopes gradually E, terminating in a rocky point, on which there is a cairn, 8m high.

5.11 - Nagwa point (W India)

English: Diu Head, a rocky bluff about 30m high, can be identified by the lighthouse, two long buildings, and a small temple lying near its summit. From this summit the land slopes gradually E, terminating in a rocky point, on which there is a cairn, 8m high.
Nagwa Point is the S extremity of Diu Island, about 3.5 miles E of Diu Head. It is a dark bluff, with cliffs 9.1 to 12.2m high, rising to a 20m summit marked by a bush.
Shoal water, over which the sea breaks occasionally, extends about 0.3 mile WSW from Nagwa Point.

5.12 - Daman Point (W India)

Indian Ocean - Arabian Sea - West coast of India
Between Suvali Point and Daman, is an alluvial belt through which the Tapti River forms a deep and fertile delta. Along the S part of this coast are small hillocks of drifted sand; the coast in some parts is watered by springs and covered with a thick growth of creepers and date palms. Through the river mouths and inlets the tide runs up behind the sandhills and floods a large area of salt marshes. The rise of the tide renders these rivers and inlets accessible at HW, but local knowledge is necessary.

Daman (Damoa) lies on both sides of the Damanganga River; it can be identified by the forts on either side of the river entrance and by two square steeples and its white buildings. Other landmarks are a 109m hill, with an idgah, or Mohammedan place of prayer, on its summit, about 2.8 miles NE of the river entrance; Indragad Hill, 108m high, with a fort in ruins on its summit, about 3.3 miles SSE of the river entrance; and Jogmari Hill, 231m high, about 2 miles farther SSE.

Daman Light is shown from a white masonry tower on the bastion of the fort on the S side of the entrance.

The coast between Daman and Vadhavan Point, about 30 miles SSW, is bordered by extensive reefs and foul ground extending up to 4 miles offshore. Vessels should not approach this coast in depths of less than 18.3m when navigating in the vicinity.
Arnala island (W India)

Arnala Island, 4m high with a fort on it, lies about 0.5 mile offshore, and is fringed by rocks on all sides. Shoal water, with depths of less than 5m, extends about 1 mile W of the island. Arnala Island has been reported to give
returns at 27 miles.
Arnala Light is shown from a white framework tower on the coast, abreast the S end of Arnala Island.

5.14 - Dongri Point (W India)
19°18.32 N  
72°47.53 E
Indian Ocean - Arabian Sea - West coast of India

5.15 - Worli Point (W India)
19°01.39 N  
72°49.00 E
Indian Ocean - Arabian Sea - West coast of India
The coast between Worli Point, the NW extremity of Bombay Island, and Malabar Point, about 5.3 miles SSW, is fringed by drying reefs and shoal water, with depths of less than 5.5m extending up to 1 mile offshore in the N part and about 0.5 mile off the S part. A conspicuous TV tower lies at an elevation of 305m, 1.5 miles SSE of Worli Point.
Arabian Sea

**Mumbai (Bombay) (W India)**

Caution.?In the approach to Mumbai (Bombay), either from N or S, lines of strong fishing stakes, surmounted by baskets, which project about 6.1m out of the water, may be encountered anywhere in depths up to 18.3m and sometimes up to 22m.

In the immediate approach to the harbor, within the area shown by dashed lines on the charts, no fishing stakes are permitted, but even within this area they are sometimes placed, and so may be encountered before the port authorities have been able to remove them. Occasionally the heads of the stakes are broken off at the waterline and then they may not be seen above water.

All fishing stakes are normally removed each year for the duration of the Southwest Monsoon.

Caution is necessary in the harbor and its approaches as many buoys have been reported (2007) missing.

In 2001, it was reported that numerous fishing vessels were anchored directly in the inbound and outbound traffic lanes.

Numerous wrecks, best seen on chart, lie in the approaches, channels, and adjacent waters of the port of Mumbai (Bombay). Mariners should use caution while transiting these waters.

Heavy smog and haze may reduce the visibility in the harbor.

It was reported (2001) that heavy pollution and siltation in the harbor prevented the vessel’s depth finder from giving accurate readings.

A submarine exercise area is centered 67 miles W of the entrance to Mumbai (Bombay) Harbor. Another submarine exercise area is centered between the Fifty Fathoms Flat and Direction Bank, about 75 miles offshore.

Numerous small fishing vessels, with buoyed nets, are likely to be encountered up to 25 miles offshore from Mumbai (Bombay).

A depth of 23m was reported in 1987 close W of the 200m depth contour in approximate position 19°00'N, 69°55'E.

Mariners are advised not to anchor or fish near the pipelines to avoid damaging them.

Submarine oil and gas pipelines are laid from the SW point of Karanja Island,
WSW through the entrance to Mumbai (Bombay) Harbor and then NW to Mumbai (Bombay) High Field.

5.17 - Korlai Point (W India)

Indian Ocean - Arabian Sea - West coast of India
Korlai Fort, on the S side of Kundalika River entrance, stands on the summit of a reddish-colored headland, connected to the mainland by a low, narrow, and sandy isthmus. The N part of this headland slopes gradually to the sea and terminates in a rocky point. A light, with a racon, is shown from the fort.

Revadanda, an old fortress, stands on the N entrance point of the river. The tower of the Franciscan convent, 30.5m high, is conspicuous above the walls of the fort.

5.18 - Kumbaru Point (W India)

Kumbaru Point, 70m high, lies about 3.5 miles S of Nanwell Point and is the N entrance point of Kumbaru Bay. The point fronts densely wooded hills rising to about 240m; there is a conspicuous bluff about 2.3 miles E of the point. Shah Jehan Shoal, with a least depth of 4.2m, lies about 1 mile SW of Kumbaru.
Point. Depths are irregular for a short distance W of this shoal and vessels in the vicinity should keep in depths greater than 11m.

5.19 - Kumbaru bay (W India)

Indian Ocean - Arabian Sea - West coast of India

Anchorage, sheltered from NW winds, can be taken, in a depth of 3/5m, SE of Kumbaru Point, in Kumbaru bay.

5.20 - Srivardhan point (W India)

Indian Ocean - Arabian Sea - West coast of India
Srivardhan Bay, about 5 miles SSE of Kumbaru Bay, is shallow and the village of Srivardhan lies at its head.

A light is shown from the S end of the N entrance point of the bay from September to May.

5.21 - Savitri River (W India)

The coast between the entrances of the Savitri River and the Vashishti River, about 25 miles SSE, consists of a series of plateaus at elevations of 150 to 210m. A vessel proceeding between the two rivers will not encounter any shoals by keeping from 1.5 to 3 miles offshore and in depths of over 9.1m.
5.22 - Tolkeshwar Point (W India)

Tolkeshwar Point, the S entrance point of the Vashisti River, is bold and faced with cliffs about 90m high; an ancient Hindu temple and a prominent clump of trees stand on its summit.

5.23 - Boria Bay (W India)
Boria Bay lies SE of Boria Headland. Anchorage, sheltered from NW winds, may be obtained by small vessels, in a depth of 8m, mud. The coast between Boria Headland and Bhandarawadi Point, 3.5 miles SSE, is composed of small, sandy bays divided by rocky points.

5.24 - Jaigarh Bay (W India)

Jaigarh Bay is entered between Jaigarh Head and Bhandarawadi Point, about 1.8 miles NE. The estuary of the Shastri River, which flows into the head of the bay, forms a sheltered, convenient harbor, fairly easy to access, even during the Southwest Monsoon, for vessels of about 3.4m draft with local knowledge.

The bar of the Shastri River extends NNE from close W of Jaigarh Fort to close E of Katane Reef, which dries 0.6m about 0.2 mile SW of Bhandarawadi Point. A channel leads E across the S end of the bar about 0.2 mile offshore and had a least depth of 3.7m in 1964, but it is subject to change. Mora Sands, which dry 1.2m, extend about 0.6 mile W of the NE entrance point of the Shastri River, leaving a navigable channel about 183m wide between Mora Sands and Jaigarh.
Caution. Vessels approaching Jaigarh Bay from the S should not close Karhateshwar Point within 0.3 mile to avoid foul ground.
Jaigarh Head has Karateshwar Point at its NW extremity; this point appears from seaward to be a level and almost barren plateau terminating in steep rocky cliffs. A Hindu temple stands on the steep face of the cliffs. Jaigarh Head has been reported to be a good radar target at 20 miles. Jaigarh Head Light is shown from a tall, black iron tower with white bands, on the SW end of Jaigarh Head. Dhamankhol Light is shown from a white tower about 0.5 mile NE of Jaigarh Head Light. Jaigarh Fort, an old fortress containing a few houses, is situated on a rocky point, about 2 miles E of Jaigarh Head Light; a light is shown from the NW corner of the fort. The town of Jaigarh extends along the coast for about 0.8 mile S of the fort. A dangerous wreck lies 23 miles W of Jaigarh Head.
A sheltered anchorage, during the Southwest Monsoon, can be obtained on the N side of Warori Bluff, in 5.5 m.

5.27 - Warori Bluff point (W India)  
Indian Ocean - Arabian Sea - West coast of India

Warori Bluff, about 4.5 miles SSE of Ambwah Point, is a conspicuous promontory, 70m high. A light is shown about 0.5 mile SE of the W extremity of Warori Bluff. Good radar returns have been reported from Warori Bluff at 17 miles.

5.28 - Kalabadevi Bay (W India)  

Kalbadevi Bay is entered between Sookana Point and Kurne Point. Anchorage may be obtained, in 8m, about 0.7 mile E of Sookana Point and 0.3 mile offshore. Local vessels call here during the Southwest Monsoon.

5.29 - Vada Mirya (Mirya Donghur) (W India)

Indian Ocean - Arabian Sea - West coast of India
Vada Mirya (Mirya Donghur), a high rocky headland, is lighter in color than the adjacent coast, and resembles an island when seen from the N or S. The W end of the headland terminates in steep cliffs. Mirya Peak, 142m high, the conspicuous summit of this headland, lies about 0.5 mile NNE of Miyet Point, the SW extremity of the headland.

Tonkul Peak, 115m high, lies nearly 1 mile N of Mirya Peak. Good radar returns have been reported from Vada Mirya at 16 miles.

Sookana Shoals, with a least depth of 9.4m, lie about 1 mile NNW of Sookana Point, the NW extremity of Vada Mirya.

5.30 - Mudle Shoal (Taylor shoal) (W India)

Indian Ocean - Arabian Sea - West coast of India

Mudle Shoal (Taylor Shoal), with a least depth of 1.1m, and marked on its S side by a buoy, lies about 0.7 mile SE of Miyet Point. The sea breaks over this shoal at LW.

5.31 - Pavas Bay (W India)

Indian Ocean - Arabian Sea - West coast of India
Pavas Bay (Paos Bay) is entered S of Pavas Point, Golap Hill, 120m high, lies about 1 mile NE of Pavas Point. Vessels can anchor in Pavas Bay, in a depth of about 8.5m, mud and sand, sheltered from NW winds. The coast between Pavas Bay and Purangad Bay, about 5 miles S, consists of rocky tableland and sandy bays, and is free from dangers.

5.32 - Purangad Point (W India)

Indian Ocean - Arabian Sea - West coast of India
Arabian Sea

Purangad lighthouse is shown, except during the strength of the Southwest Monsoon, from the N entrance point of Purangad Bay. About 1 mile farther E, a ruined fort stands on a bare hill on the N side of the entrance to the Machkandi River. Khavri, a mountain 346m high, lies about 10 miles E of the river entrance.

The coast between Purangad Bay and Wada Vetye (Yetia), a village about 6 miles S, consists of a rocky tableland; thence to Ambolgarh Point, about 3 miles farther S, it is sandy and backed by a range of hills 84 to 97m high. A conspicuous hill, 103m high, lies about 0.5 mile NW of Wada Vetye.

5.33 - Musakaki Point (W India)

Musakazi Point is about 21m high. A light is shown from September to May.

5.34 - Wagapur Point (W India)
A light is shown from a tall, white, square, concrete tower with black bands on Wagapur Point; foul ground extends about 0.1 mile WNW of the point. The coast between Wagapur Point and Vijayadurg Harbor, about 2 miles S, consists of cliffs about 21m high. Holi Hill, 85m high, about 2.3 miles E of Wagapur Point, is a round sloping conspicuous hill on the E side of Rajapur Bay. It presents the same appearance from all directions, and lies out from the tableland in this vicinity which is faced with steep cliffs.

5.35 - Vijayadurg Harbor (W India)
Vijayadurg Harbor is entered between Burmana Point, 24m high, and a point about 1.5 miles NNE. Burmana Reef, over which the sea breaks, extends about 0.2 mile WNW and 0.2 mile NNW of Burmana Point. An 8.2m shoal lies about 0.2 mile NW of the same point.

A conspicuous fort stands on a projecting rocky point, about 26m high and 0.8 mile ENE of Burmana Point. This point forms the W side of the entrance to the Vaghotan River. The fort is obscured from the S by the higher land in that direction.

Depths in the harbor decrease regularly from about 12m in the entrance to the E shore of the bay.

Depths in the fairway between the point on which the fort lies and a cliff, 19m high, about 0.7 mile ENE, are about 6.5m, but decrease sharply farther within the river to 3.7m.

Anchorage can be taken anywhere in the harbor, according to draft, during good weather.

5.36 - Vijayadurg Point (W India)
Vijayadurg Light is shown from a white steel tower with red horizontal bands on the NE corner of the fort. Vijayadurg, a small village, is situated about 0.8 mile S of the light. Anchorage can be taken in about 0.5 mile NNE of Vijayardurg Light, in 8m, mud.

The coast between Vijayadurg Harbor and Devgarh Harbor, about 10 miles S, is fairly regular, although entered by numerous streams and creeks. Steep, abrupt cliffs are fronted by sandy beaches and coves. The land behind the cliffs is flat, but farther inland it rises to bare rocky hills with no vegetation except in the rainy season.

5.37 - Achra Point (W India)

Achra Point, 41m high, is the N entrance point of the Achra River, which is only accessible to boats. A light is shown during good weather from the point. The coast from the mouth of the Achra River to the entrance of Kalavali Creek, about 7 miles SSE, is sandy and fringed with coconut palms. A range of hills of moderate height, with no conspicuous peaks, about 4 miles inland, extends roughly parallel with the coast.
Arabian Sea

Kura Patches, with a least depth of 9.6m, lies about 2 miles SSW of Achra Point.
Kura Islet, 9m high and the largest of three rocks, lies in the center of a group of rocks, about 1.3 miles NW of the entrance of Kalavali Creek. A 10.5m patch lies about 2 miles NNW of Kura Islet and about 1.5 miles offshore. A 5m patch lies about 0.7 mile S of Kura Islet.

5.39 - Machlimar Point (W India)
Machlimar Point, 85m high, lies about 3.5 miles SSE of Vengurla Point. The entrance of the Talavda River lies about 1 mile SSE of the point.

5.40 - Redi Point (W India)

Redi Point is a flat rocky projection, 15m high at its W end. Redi Rock (Rairi Rock), 11m high, lies about 1 mile S of the point, at the S end of foul ground extending W and SSW of the point. Redi Fort (Rairi Fort), with an elevation of 34m, stands about 1 mile NE of Redi Point.

5.41 - Aguada Bay (W India)
Cabo point, at the W extremity of the island of Goa, is a prominent headland, 55m high. A conspicuous church spire is situated near the seaward end of the headland.

5.43 - Marmagao Port (W India)  
Indian Ocean - Arabian Sea - West coast of India

5.44 - Marmago Head (W India)  
Indian Ocean - Arabian Sea - West coast of India
Marmagao Head, about 61m high, is a tableland peninsula with steep sides, especially W. It is connected to the mainland SE by a narrow neck of low ground.

A conspicuous water tower, with an elevation of 74m, is situated about 0.5 mile SE of Marmagao Point. North Head Breakwater Light is shown from a white concrete tower at the N point of the breakwater.
The coast between Cola Bay and the Sal River, about 14 miles SSE, consists of low cultivated land with several churches on small hills. Anchorage, sheltered from NW winds, can be taken, in a depth of about 7m, in Cola Bay.
St George's Islands consists of three islands between 1.5 and 2.5 miles SSW of Marmagao Head.

Grandi Island is the collective name of the two S islands of the group, which are connected by a narrow reef of rock and shingle.

The W of the two islands, 76m high and conical, is bold, rocky, and covered with trees towards its summit.
The E island rises to a 76m summit at its E end, which, with the N side of the island, is covered with jungle. Sail Rock, lies close SSW of the E most Grandi Island and remains uncovered to a height of 13m with a wreck next to a reef that covers and uncovers to 1.5m close NE.

Pikene Island, the third island of the St George?s group, is about 61m high and lies about 1.5 miles NE of Grandi Island.

This circular island is flat-topped, precipitous, and covered with trees. Grandi Island Light is shown from a four-sided metal tower on the summit of the W island. In 1974, an obstruction was reported 1.5 miles WSW of Grandi Island Light.

A prohibited anchorage projects 1.8 miles W and 1 mile S from the W end of Grandi Island.

5.47 - Canaguinim Bay (W India)
high, lies at the head of the bay. Anchorage can be taken, in 9.1m, 0.5 mile NNE of Moliem Point.

5.48 - Rama cape (W India)

The coast between Khanderi Island and Cape Rama, about 228 miles SSE, consists of sandy bays separated by bold rocky capes. There are a number of river estuaries and it is often bordered by tableland in the middle of its S part. The Western Ghats, which are generally from 609 to 904m high, with some peaks nearly 1,524m high, lie like a wall parallel to the coast at an average distance of 30 miles inland.

Cape Rama projects 1 mile W from Rama False Bluff, which rises abruptly E of the tableland of Cape Rama to a height of about 200m. The land then rises gradually E in a succession of hills for a distance of 4 miles and terminates in East Peak, 448m high. Kankon Peak (Kanakona Peak), 646m high, about 9 miles ESE of Cape Rama, is the W summit of a range of hills extending E, and is
Arabian Sea

separated from East Peak by a gap.
Cape Rama is prominent and has a fort on it, but during the thick weather of the Southwest Monsoon, no part of this coast is visible for more than 4 or 5 miles. Good radar returns have been reported from Cape Rama at 16 miles. Pandigat Point (Paidegal Point), about 5.5 miles SE of Cape Rama, is a steep projecting headland rising to an height of 192m; a village is situated on its N side. Kankon Islet, fringed by a reef, lies about 2 miles farther SE.
Karwar Bay is entered between Dayamada Point, the N entrance point of Kalinadi Creek, and Badchidhar Point, the NW extremity of Karwar Head, about 2.8 miles SSW. Karwar Head, with an elevation of 207m, is covered with dense jungle.
The entrance leading to Kalinadi Creek is much encumbered by sand banks and the channels are subject to frequent change.

5.49.1 - Loliem (Lolien) Point (W India)

Loliem Point (Lolien Point), in the N approach to Karwar, attains an elevation of 175m about 0.2 mile inland, and is steep, rocky, and well-wooded. Loliem Rocks, awash at LW springs, lie about 1 mile S of Loliem Point; a rock, with less than 1.8m over it, lies about 0.2 mile N of the rock. Black Rock (Kumbae), 19m high and fringed with rocks, lies about 1.8 miles SE of Loliem Point.
Kangiguda Island, 51m high, lies about 4 miles SE of Loliem Point and about 0.2 mile offshore.

5.49.3 - Parker Rock (W India)
Parker Rock, with a least depth of 4.7m, rock, sand, and shell, lies about 2.5 miles NW of Devgad Island.

A detached 10m patch lies close E of the rock. A breakwater, 250m in length, lies close S of the end of the approach channel.
Kurmagad Island (Kurmagadgudda Island), encircled by fortifications and with its summit rising to a height of 60m, lies about 2.5 miles N of Karwar Head. The island is surrounded by foul water, but there is a safe narrow channel, with charted depths of about 7m, between Kurmagad Island and Sunghiri Island (Shimishgudda Island), 31m high, about 0.2 mile SW.
Oyster Rocks consist of a prominent group of islands and rocks. Devgad Island (Devgadgudda Island), 44m high to the tops of the trees, is the largest and highest island; it is bold, rocky, and steep-to on its W side. Oyster Rocks Light, with a racon, is shown from a red round masonry structure, with white bands and a white cupola, on the summit of Devgad Island. Mandal Island (Mandelgudda Island), 26m high, lies about 0.2 mile SW of
Devgad Island; a 5.2m patch lies about 183m E of the island. Karkal Island (Karkaigudda Island), 33m high and covered with jungle, lies close E of Devgad Island. East Island, a bare rock, 9m high, lies about 0.3 mile farther E. A 0.3m patch lies between Karkal Island and East Island. During the Southwest Monsoon, anchorage can be obtained NE of Karkal Island (Karkaigudda Island), in 10m, soft mud, with Oyster Island Light bearing 248°, distant about 0.8 mile. A rock, which dries 1.2m, lies close E of East Island; the sea breaks over this rock at HW. A detached shoal, with a depth of 2m lies close SE of this rock.

5.49.6 - Karwar Head (W India)

Range beacons N of Karwar Head lead through the dredged channel to Karwar. The initial range is picked up between Oyster Rocks and Karwar Head.

5.49.7 - Karwar Port (W India)
Mogeragudda Island, 56m high, rocky, and covered with jungle, lies about 0.5 mile SW of Karwar Head. A 4.3m patch lies about 0.3 mile SSW of the island. Gudsar Sunv (Karwar Rock), with a least depth of 2.4m, lies about 0.5 mile WNW of Mogeragudda Island.

The channel between Mogeragudda Island and Karwar Head is free from dangers, with a least charted depth of 7.6m in the fairway.
Binge Bay lies between Binaga Point and Arge Cape, 2.5 miles SE.
A restricted area, into which entry is prohibited, extends from a position about 0.5 mile SE of Karwar Head to Kwada Point.
A major naval base, which includes shipbuilding and repairs facilities, is located on the NE side of the bay. The base is approached through a dredged channel initially heading N between Anjadip Island and Round Island, then NE and E to the Naval Jetty. This channel has maintained depths of 14m in its outer part E of Anjadip Island, 13m in a short stretch W of
Round Island, and then 12m from Round Island to the Naval Jetty. The outer part of the channel is marked by lighted buoys, unlighted buoys, and range beacons in line bearing 359°. North Breakwater connects Binaga Point with the N extremity of Anjadip Island; South Breakwater connects the SE extremity of Round Island with the NW extremity of Arge Island.

Anchorage can be obtained about 0.4 mile ENE of Round Island, in a depth of 11.7m, mud. A prohibited anchorage area lies about 0.4 mile SW of the Naval Jetty.
Anjadip Island (Angediva Island), in the S approach to Karwar, lies about 3 miles S of Karwar Head.

A flagstaff lies at an elevation of 72m near the NW end of the island, with a church close ENE of it.

A shoal patch, with a least depth of 3.2m and marked close E by a buoy, lies about 0.2 mile SE of the SE extremity of the island.
Round Island, 19m high and fringed by reef, lies about 0.7 mile ENE of the same extremity. The island forms a good breakwater and vessels have ridden out the Southwest Monsoon here. A strong current sets SE during this season.

**Caution**

A circular spoil ground, with a radius of 1 mile, lies about 1.8 miles SW of the SW extremity of Anjadip Island.

A submarine pipeline is laid from a position ashore between Binaga Point and Baitkal Point, in a SW direction for about 0.5 mile, then for 1.5 miles in a WSW direction.

Vessels are advised to avoid anchoring in the vicinity.

5.51.2 - Arge cape (W India)

Arge Cape has a summit close within the cape, 168m high. Arge Island, 52m high, lies about 0.2 mile S of the cape.

Button Rock, small and black, lies about 1.5 miles SSW of Arge Cape.

Kukra Islet, 55m high and wooded, is conspicuous about 1.3 miles W of Belekeri Point. A light is shown, from September to May, from a white tower with black bands on Kukra Islet.
Belekeri Bay (Roads) has depths of less than 5m. Foul ground extends about 0.7 mile W of Belekeri Point, a low, flat, and rocky point at the head of the bay. Several small islets lie close N and about 0.2 mile WSW of the point.
Kwada Guda, about 0.8 mile NW of Kwada Point, is the conspicuous summit of a steep, rocky headland, 216m high. It's the N cape of Belekeri bay. Belekeri Hill, 474m high and prominent from S and W, lies about 3.5 miles ENE of Kwada Point, at the SW end of a range which rises near the coast N of Belekeri Creek.

5.53 - Kumta point (W India)  
Indian Ocean - Arabian Sea - West coast of India

Kumta Point (Kumpta Point), marked by a light, shown from mid-September to mid-June, lies at the N entrance to a creek, with the town of Kumta about 1.5 miles E.
Snail Rock, 7m high, lies about 1.8 miles NW of the point, and 0.8 mile offshore; it resembles a snail when seen from N.A rock, awash, lies 0.5 mile N of Snail Rock.

5.54 - Basavrajdurg island (W india)

Basavrajdurg Island (Baswaraj Drug) is 51m high and conspicuous. It is the site of an old fort, in ruins, and is covered with trees and bushwood. Indravati Patch, about 0.6 mile W of Basavrajdurg Island, is a rocky shoal with a depth of 4.6m; a 5m patch lies midway between the rocky shoal and the island.
The coast between Honavar and the entrance to the Bhatkal River, is low and sandy with some rocky points. A ridge, reaching an elevation of about 150m, extends about 2 miles along the coast from a position about 3 miles S of Honavar.

The ridge is covered with brushwood and contrasts strongly with the sandy shore; the cliffs, 46m high at its base are prominent.
Murdeshvar, an islet 32m high, lies about 6.5 miles S of the above ridge. A rocky island, 9m high, lies about 0.8 mile SW of Murdeshvar at the W end of foul ground extending from the coast. Hawkins Reef, awash, lies with its SW extremity about 1 mile NW of Murdeshvar and about 1 mile offshore. Dart Rock, with a least depth of 2m, lies about 1.8 miles WSW of Murdeshvar.
Kerekund, a rocky islet 19m high, lies about 4 miles S of Murdeshvar and on the W edge of the coastal reef. A rock, 3m high, and a rock, 7m high, lie about 0.5 mile NNE and SE, respectively, of the islet. Between Kerekund and Bhatkal Fort, about 4.5 miles SE, the low and sandy coast is fringed by foul ground extending up to 1.8 miles offshore. Shirali (Hog Island), about 1 mile S of Kerekund, is a peaked island 109m high.
Two rocks, each drying 1.2m, lie close W and 0.2 mile SE, respectively, of the island.
When in the vicinity of this island do not enter into depths of less than 18m.
Netrani (Pigeon Island) (W India)

Netrani (Pigeon Island), about 9 miles W of Shirali, and 10 NM of Murudeshwara, is a coral island, wooded and flat-topped with a conspicuous summit, 101m high. It is steep-to except for
a rock, 16m high, off its S end, and a rocky shoal close E of the island. This Island has some of the best sites for scuba diving easily accessible from Goa, Mumbai or Bangalore. There are many dive shops from Goa that regularly organize dive expeditions to Netrani. The island adjacent to Netrani is used by the Indian navy for target practice. It is not recommended to visit Netrani without permission.

5.58 - Bhatkal port (W India)

This port is well-protected port on the bank of Bhatkal river. Presently fishing vessels are utilising the facilities of this port. Caution.?When approaching the port of Bhatkal, do not proceed into depths of less than 18.3m

unless local knowledge is available.

Bhatkal should be one of the biggest and bigger port of karnataka and also in india should be at top

5.59 - Bhatkal lighthouse (W India)
Bhatkal Fort, in ruins, lies on a rocky point, 46m high, at the entrance to the Bhatkal River.

Bhatkal Light is shown from a square masonry tower with red bands on the fort, and is obscured by Shirali on bearings between 129° and 132°.

The town of Bhatkal lies on the N bank of the river, about 1.5 miles NE of the fort.

The channel over the river bar is very narrow and dangerous for ship’s boats.

Anchorage may be obtained, in 10m, with Bhatkal Light bearing 075°, distant 1 mile. Small vessels may anchor, in 7m, sand and shell, with Bhatkal Light bearing 014°, distant 0.3 mile.

Caution. When approaching from the S, pass W of a 3m rocky shoal which lies about 1 mile SW of Bhatkal Light. Take care to avoid other rocky patches in the approach to Bhatkal, including two 5m patches and a 4m patch which lie about 1.3 miles WSW, 1 mile S, and 0.8 mile W, respectively, of Bhatkal Light.

When approaching from the N, keep the summit of Shirali bearing not less than 006°, and alter course for the anchorage when Bhatkal Light bears 090°.
The coast between Bhatkal and Huddi Point, about 1.3 miles SE, consists of cliffs up to about 60m high.

Huddi Point is a clifffy promontory, rising to a height of about 52m about 0.5 mile inland; a small rounded hill, 35m high, lies on the extremity of the point.

The coast is then low and sandy to Coondapoor, about 20 miles SSE.
Baindur Head, about 6 miles SSE of Huddi Point, is 61m high and cliffy. It is conspicuous from seaward, being the W point of a table and extending some distance inland.
Two White Rocks, 5m high and close together, lie about 4 miles WNW of Baindur Head, and are very prominent when the sun shines on them. Single Rock, 3m high, lies about 2 miles N, and a rock awash lies about 0.8 mile SSE, respectively, of Two White Rocks.

Caution. Although the area inside the above dangers has been examined and dangers found, it is possible that others may exist.
It is recommended, therefore, that vessels should not attempt to pass inside them, and they should keep in depths of more than 20m between Hog Island and Coondapoor.

5.63 - Nancowry Rock (W India)  
Indian Ocean - Arabian Sea - West coast of India

Nancowry Rock consists of two rocky shoals; the W shoal has a depth of 3m. A rock, 3m high, lies between Nancowry Rock and the coast.

5.64 - Tippu Sultan Gudda Light (W India)  
Indian Ocean - Arabian Sea - West coast of India
Tippu Sultan Gudda Light is shown from September 15 to May 15, about 1.5 miles NNW of the Haladi River entrance.

Two conspicuous objects are a white house is close NE and a gray chimney, 40m high, 1 mile E of the entrance of the river.

5.65 - Haladi river  (W India)

Indian Ocean - Arabian Sea - West coast of India

Coondapoor (Kundapur) is an open roadstead off the common entrance of the Haladi River and the Chakranadi River.

The coast N of the river entrance consists of low hills up to about 37m high. The coast S of the entrance is flat, sandy, and fringed with coconut trees up to 24m high.

A wreck, best seen on the chart, lies almost 4 miles W of the harbor entrance.

A shoal patch of 7.4m lies 2.1 miles W of Coondapoor Light.

Foul ground, with rocks above and below-water, extends for about 3.5 miles N of the entrance to Coondapoor to a distance of about 1.3 miles offshore.

Pate Rock, which dries about 1m, lies at the SW edge of this foul area.

A rock, 4m high, lies about 0.2 mile NE of Pate Rock.

A 4.6m patch and a 4.9m patch lie about 0.3 mile SSE and SE, respectively, of...
Pate Rock. Gangoli Shoals, with a least depth of 5.2m, lie about 3.5 miles WNW of the port entrance.

A 6m shoal lies about 2.8 miles WSW of the entrance. It is marked W by a red and white striped barrel buoy from October to May.

A 6m depth and a 7m depth lie about 1 mile NW and 1.5 miles WNW of the 6m shoal.

The bar across the entrance to Coondapoor had a least depth of 2.5, and is constantly changing.

Steering for the entrance, bearing 055°, leads over the bar in the deepest water.

A dangerous wreck lies 3.8 miles W of the harbor entrance. Another wreck lies about 1.5 miles S of the above wreck.

The port is normally closed during the Southwest Monsoon, usually from the middle of May until the middle of September, depending on the weather conditions.

The lighted buoys marking the bar and the channel are removed during this time period.

**5.66 - Coondapoor Light (W India)**

Coondapoor Light is shown from a steel mast, about 0.8 mile S of the entrance, from September 16 to May 15. It is difficult to distinguish from other white lights nearby.
The coast between Coondapoorn and Malpe, about 17.5 miles S, is fringed by coconut trees and broken only by the mouth of the Sita Nadi River. The Saint Mary Isles consist of Coconut Island, Middle Rock, Entrance Rock, and the Darya Bahadurgharh Islands. Passage between the islands is obstructed by numerous rocks and should not be attempted except by small craft with local knowledge.
Coconut Island (St mary's Islands-W India)

Coconut Island, about 2.5 miles NW of Malpe, is well-wooded, with trees about 26m high. Foul ground surrounds the island and extends about 0.8 mile WNW to a rock which dries 2m.
A rock, 2m high, lies about 2 miles NW of the island and a chain of rocks, above and below-water, extend about 3.5 miles farther NNE.

Middle Rock, 4m high, lies about 1 mile SSE of Coconut Island. Foul ground extends up to 0.2 mile W and NW of Middle Rock.

Entrance Rock, 1.2m high, lies at the S end of a rocky ridge extending about 0.2 mile S of Middle Rock.
The Darya Bahadurgah Islands consist of three islands. North Island, 15m high at its SE end, is marked by Malpe Light, shown from a conspicuous square tower on the summit of the island. Darya Bahadurgah Island, 16m high, lies about 183m SE of North Island. South Island lies about 0.2 mile SE of Darya Bahadurgah Island and has a rock, with a least depth of 3.7m, about 0.2 mile SSE of it.
Caution. Vessels in the vicinity of Black Rocks and Outer Rocks should not enter depths of less than about 15m by day or 22m by night. Anchorage can be obtained, in 9m, mud, about 1 mile WNW of the light structure on North Island. Small vessels can anchor, in 6m, sand and mud, with the light structure bearing 185°, distant 0.5 mile. Small vessels can anchor, in 6.1m, mud and sand, about 0.5 mile E of the summit of South Island.

5.68 - Malpe port (W India)  
Indian Ocean - Arabian Sea - West coast of India

Malpe is a natural, important and fishing port on the Karnataka coast. Malpe is also a town situated on the N side of the mouth of the Udyavara river. Malpe has four small jetties, accommodating vessels up to 33m long with a draft up to 3.7m. The open roadstead W of Malpe is afforded some protection by the Saint Mary Isles.

The port is closed during the Southwest Monsoon due to heavy swells.
The coast between Malpe and New Mangalore, about 26 miles SSE, is straight and fringed with coconut trees.
Black Rocks, 13m high and conspicuous, lie about 4 miles S of Malpe.
Two rocks, 3m high, and two rocks, 5m high, lie about 0.5 mile NW and 0.2 mile WSW, respectively, of Black Rocks.
Outer Rocks, 13m high and prominent, lie about 1 mile SW of Black Rocks.
Rocks.Caution.?Vessels in the vicinity of Black Rocks and Outer Rocks should not enter depths of less than about 15m by day or 22m by night.

5.70 - Kap light (W India)

Kap Light, about 8 miles SSE of Malpe, is shown from a white tall masonry tower with black bands standing on a rock near a battery in ruins. Kap Rock, 13m high, is prominent about 1.5 miles NNW of the light. A rock, 1m high, with a drying rock close NE, lies about 1 mile SSW of Kap Rock. Mulki Rocks, some of which are 13m high and of black basalt, lie about 4 miles WSW of Kap Light. Caution.?Vessels in this vicinity at night should keep in depths of not less than 24m. A 4m depth lies about 3 miles SW of Kap Light. Kunjar Gudda, 105m high, is a prominent landmark about 4 miles NE of Kap Light.

5.71 - Suratkal Point Light (W India)
Suratkal Point Light, with a racon, is shown from a 36m high white masonry tower with black bands standing on Suratkal Point, about 5 miles S of the entrance to the Mulki River.

5.72 - New Mangalore port (W India)

Indian Ocean - Arabian Sea - West coast of India

channel 12, 16
The port of New Mangalore, a major all-weather port, is situated about 5 miles NNW of the old Mangalore port. Fairway Lighted Buoy is moored about 4 miles W of the port. Range lights, in line bearing about 079°, at the E side of the port, mark the approach channel through the entrance. A signal station and port radio station are situated on the N entrance point of the port. A white concrete tower lies close S of the S entrance point. Two towers, one of which is conspicuous, lie a short distance inland from the head of the harbor. There is a conspicuous water tower about 0.2 mile S of the S entrance point of the harbor. The harbor is protected by breakwaters that extend about 700m from the coastline at points N and S of the entrance. The port consists of a turning basin, with radius of 245m, dredged to a depth of 15.1m, oil and LPG jetties on the SW side of the lagoon and near the approach channel, and seven berths contained in a basin extending N from the turning basin. The berths are used for general cargo, the export of iron and manganese ore, and the import of materials for a chemical and fertilizer factory.
**Depths?Limitations**

The port is approached by a channel about 4 miles long and 245m wide; it is maintained by dredging to 15.4m and marked by lighted buoys. Several shoal patches, depths of 7.5 to 9.7m, lie close S of the channel and are best seen on the chart.

A depth of 15.1m is maintained within the harbor leading from the entrance to the turning basin. It has been reported that the maximum depths allowable for entry into the harbor can be reduced during the Southwest Monsoon (May-September) period so vessels drawing 14m or more should check with the Port Authority for the latest information.

**Pilotage**

Pilotage is compulsory for vessels over 200 grt and is available 24 hours for vessels up to 245m in length. Vessels whose loa exceeds 245m, including Suezmax tankers, are handled only during daylight hours.

Pilots board, as follows:
1. Vessels with a maximum draft up to 10m?About 1 mile ENE of Fairway Lighted Buoy (12°55'13.8"N, 74°45'33.0"E.).
2. Deep-draft vessels?Close NW of Fairway Lighted Buoy (12°54'57.0"N, 74°44'16.8"E.).

The pilots can be contacted, as follows:
1. VHF: VHF channels 12 and 16
2. Telephone: 91-824-2407428
   91-824-2407341

**Regulations**

Vessels should send an ETA message at least 48 hours in advance. The message should contain the following information:
1. Vessel name.
2. Nationality.
3. Call sign.
4. Draft fore and aft.
5. Length overall.
7. Last port of call.

An ETD message should be sent to the harbormaster?s office at least 2 hours in advance.

A Vessel Traffic Management System is in operation in the port. Vessels will be automatically identified as they enter the port (about 4 miles from the inner
harbor) so there will be no need for communications between the vessel and Port Control.

**Signals**

Storm signals are displayed from the signal station; the General System is used.
Tel: 91-824-2407428
91-824-2407300
Fax: 91-824-2408390
91-824-2408300
Mail: nmptdc@sancharnet.in

**Anchorage**

Anchorage is recommended NNW of Fairway Lighted Buoy, in depths of 16 to 18m. A spoil ground is established about 1 mile S of Fairway Lighted Buoy.
Caution.?Stay well clear of a dangerous wreck lying close S of the anchorage.
Haze settles over the land after sunrise.
Even during good weather, the coast remains indistinct until about the middle of the day, making normally conspicuous objects difficult to discern.
Mangalore Harbor lies in the backwater formed by the confluence of the Gurpur River and the Netravati River. The port is only of importance to coastal vessels, as it is fronted by a shallow bar between low sandy spits. The port is closed from June through August during the Southwest Monsoon, when the bar is impassable. A shoal, with a depth of 15m, lies 6.5 miles WNW of the entrance to Mangalore.
The town of Mangalore is almost entirely concealed from the offing, but the following landmarks are conspicuous:
1. Mangalore Light, a squat, white, masonry tower with black bands, attached to a house resembling a small chapel, about 0.5 mile ENE of the harbor entrance.
2. A 41m high dome, surmounted by the steeple of the Roman Catholic Cathedral, about 0.5 mile N of the light structure.
3. The 76m high square tower of Saint Aloysius College, about 1.3 miles NNE of the cathedral.
4. A conspicuous white cross about 3.5 miles N of the harbor entrance.
5. A group of white houses close S of the harbor entrance. A radio tower, having an elevation of 153m, lies about 1 mile NNW of Saint Aloysius College.

**Pilotage**

Pilotage is compulsory for all vessels over 100 grt and is available during daylight hours only.
Signals.?Vessels can communicate with a signal station close S of Mangalore Light.
VHF channel 12
Tel: 91-824-420104
Anchorage.?Anchorage may be obtained, in 9.1m, mud, with Mangalore Light bearing between 050° and 100°, distant about 2 miles. Vessels should not approach the lighthouse closer than 1.5 miles, as the depths then decrease rapidly.
Caution.?It is preferable to arrive off Mangalore during the afternoon with the sun astern, or at night when the light can be seen. The landmarks are difficult to distinguish during the morning haze.
Dangerous wrecks lie about 1.8 and 2.5 miles WSW of Mangalore Light.

5.73 - Kotte Kunnu (Mount Dill) point (W India)

Indian Ocean - Arabian Sea - West coast of India

Kotte Kunnu, a bluff point 52m high, at the SW extremity of a headland, is joined to the more elevated land by a low neck; a fort lies on Kotte Kunnu. Mount Dill Light (Kotte Kunna Light) is shown from a white triangular stone tower with red bands on the bluff point. A stranded wreck lies 2 miles NNW; a dangerous wreck lies 3 miles
The coast from Mount Dill to Cannanore, about 13 miles SE, is sandy and fringed with coconut palms. The Valapattanam River, marked on the N side of its entrance by a clump of casuarina trees, flows into the sea about 7 miles SE of Mount Dill. The bar at the entrance to the river has a least depth of 1.2m, and is subject to seasonal change. Azhikal Light is shown at the S side of the entrance. Storm signals are displayed near the light.

5.74 - Azhikal port (W India)  
Indian Ocean - Arabian Sea - West coast of India

Azhikal, with a thriving timber trade, lies on the S bank of the river, about 1 mile within the entrance. Boundary pillars, NW and SE of the river entrance, define the limits of the port. Presently the port has only one wharf, 50m in length, that can accommodate one vessel up to 2,000 dwt, with a maximum length of 30m, a maximum beam of 10m, and a maximum draft of 3m. Pilotage is not available.

Vessels should advise the Port Officer Kozhikode of their ETA 24 hours in advance and then confirm their ETA 2 hours in advance to the Port Officer in

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Azhikal on VHF channel 16.
Anchorage can be taken, in a depth of 9m, sand and mud, good holding ground, about 2.5 miles WSW of the river entrance.

5.75 - Cannanore Light (W India)

Cannanore Light is shown from a white, concrete column with red bands 1 mile WNW of Fort St. Angelo. A red conical buoy is moored about 0.5 mile SE of the fort from October to May and marks the approach to the inner anchorage for small craft. The coast between Cannanore and Tellicherry, about 9 miles SE, consists of alternate sandy beaches and cliffs, fringed with coconut trees. Rocks, above and below-water, fringe the coast.

5.76 - Tellicherry Light (W India)
An ancient fort stands on rising ground near the coast. Tellicherry Light is shown from the NW bastion of the fort. Bilikulu, a natural breakwater of basalt, 6m high, lies parallel to the coast, about 0.5 mile SW of the fort.
Sacrifice Rock, 18m high and conspicuous, lies about 6.5 miles WNW of Kadalur Point. It consists of granite and, having a white appearance, can be seen 10 miles in clear weather.

The passage between this rock and the coast is free of dangers, but vessels using it should keep near the rock, and not proceed into depths of less than 13m. Vessels passing W of this rock at night should not proceed into depths of less than 27m which are found about 2.5 miles W of the rock.

A shoal, swept to a depth of 2.7m, lies almost 1 mile offshore W of Tikkotti village.

**5.78 - Kadalur Point (W India)**

Indian Ocean - Arabian Sea - West coast of India
Kadalur Point, low but prominent, is covered with palm trees, over which will be seen a large round tree. Hills gradually rise NE of the point; the nearest summit is 78m high, about 1.3 miles NE of the point. The coastal reef extends about 1.5 miles W and 1.3 miles S from the point. Trikodi Reef, with a least depth of 1.5m and Kadalur Reef, with a least depth of 3.4m, are the W and SW ends, respectively, of the coastal reef. The coast between Kadalur Point and Calicut (Kozhikode), about 14.5 miles SSE, is generally low, sandy, and fringed with palms. Red laterite hills back the coast. Quilandi, a large village, lies about 3.8 miles ESE of Kadalur Point. A water tower is conspicuous on the coast, close S of the village. The conspicuous summit of Palkunnu, 297m high, rises about 7.5 miles ESE of the village. A large black rock, with a tree on it, lies on the coast about 2.8 miles SSE of Quilandi.
Elattur Cape, about 4 miles farther SSE, is low and rocky, with coconut palms close inland. The mouth of the Elattur River, a shallow and rocky river, lies about 1.3 miles N of the cape.

5.80 - Calicut (Kozhikode) port (W India)  
11°15.23 N  
75°46.21 E  
Indian Ocean - Arabian Sea - West coast of India

The port of Calicut, also known as Kozhikode, is an open roadstead of considerable commercial importance. Cargo is worked at the anchorage by lighters. The port is unusable from the beginning of June to the end of August.

**Depths?Limitations**  
Reliance Shoal, with a least depth of 8.6m, extends about 2.5 miles NNW from a
position 3.5 miles W of Calicut Light; the shoal is rocky, but the bottom near it is soft mud.

Anchorage Reef, with a least depth of 3.7m, lies about 1.3 miles WSW of Calicut Light. A lighted buoy, painted in black and white stripes, is moored W of the reef; it is in position from October to May.

Calicut Reefs, a group of rocky shoals with a least depth of 4.1m, extend about 1.5 miles N from a position 2.5 miles SSW of Calicut Light.

Coote Reef, with a least depth of 0.9m and over which the sea generally breaks, lies about 1.5 miles S of Calicut Light. A black and white striped can buoy is moored about 0.3 mile W of the reef. Gilham Rock, about 0.3 mile farther S, has a depth of less than 1.8m.

**Pilotage**

Pilotage is compulsory and is available during daylight hours only. The pilot boards in the anchorage.

**Regulations**

Vessels should send their ETA 48 hours and 24 hours in advance. For vessels bound for the harbor, the ETA should also be advised 12 hours in advance; all ETAs should be confirmed 2 hours prior to arrival on VHF channel 16.

**Signals**

The signal station, close N of Calicut Light, communicates with shipping by flags of the International Code or by Morse Code. Landing conditions are indicated by the following flags of the International Code:

2. M?Communication with the shore is dangerous.
3. N?Boats can leave the harbor.
4. F?Boats can enter the harbor.

Storm signals are shown at Badagara: the General System is used.

**Contact Information**

The port can be contacted, as follows:

VHF: channel 16
Tel: 91-471-2724842
91-471-2724533
Fax: 91-471-2724533
Mail: calicutport@sanchamet.in

<table>
<thead>
<tr>
<th>5.81 - Beypore (Beipur) (W India)</th>
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<td>Indian Ocean - Arabian Sea - West coast of India</td>
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The port of Beypore (Beipur), an open roadstead, lies off the entrance of the Beypore River (10 Km south of Calicut) at and is considered a wharf of the port of Calicut (Kozhikode).

New Beypore Light is shown from an octagonal masonry tower, with red and white bands, on the SE side of the entrance to the Beypore River.

**Depths?Limitations**

Black Rocks, 1.2m high, lie towards the SE end of a reef about 0.8 mile S of the entrance to the Beypore River. A rock, with a depth of 1.5m, lies about 0.5 mile SSW of Black Rocks. The bar of the Beypore River had a depth of 3.5m between the breakwaters in 1990.

Caution.?Vessels in the vicinity of Beypore at night should not enter depths of less than 15m.
The coast between Beypore and Ponnani, about 24 miles SSE, is low, sandy, fringed with palms, and backed by red laterite hills. A light is shown at Tanur, an important fishing village, about 11.5 miles SSE of Beypore. A tableland, covered with palms, lies about 1 mile NE of the village. A tableland, about 90m high, with a few scattered trees, lies about 9 miles N of Ponnani.

Ponnani, a busy seaport for local craft, lies on the S side of the entrance to the Ponnani River. The port is closed during the Southwest Monsoon, and is in charge of a Port Conservator responsible to the Port Officer at Calicut (Kozhikode).

The extensive backwater of the Ponnani River forms a wide gap in the line of palms when viewed from WSW.
The entrance of the river is wooded and prominent from the S. Ponnani Light is shown from a white, round, concrete tower with black bands, 0.8 mile S of the river entrance. The bar of the Ponnani River has a depth of not more than 2.1m, but small vessels with local knowledge can enter it at HW. There are some unlicensed pilots available. Storm signals are shown at Ponnani; the Brief System is used. The town of Chetwai lies about 1.5 miles within the entrance to a backwater. The existence of the boundary pillars N and S of the backwater entrance is doubtful. Chetwai Light is shown from a 30m high circular concrete tower, lying 1.5 miles N of the boundary pillar. Anchorage can be taken by small vessels, in 11m, mud, off the entrance to the backwater; local knowledge is necessary.

Tel: 91-471-324533
Fax:91-471-324842

5.83 - Kochi International Marina

Not particularly cheap but negotiable for longer term. weather security excellent. access security flakey. starting to take off. e mail me at bryan@mastershipyard.co.in or mjtee@otenet.gr photos to follow. we have b the vasco de gama rally in port at the moment kerala is the greenest ,cleanest, state in india. english is widely spoken. having travelled india from north to south. with 40 years of travelling in the middle east.

http://www.sea-seek.com
its no hassle, friendly, and every visitor, French included loves the food. But don’t argue with the locals, they are mule heads.

The Kochi International Marina is a marina in the city of Kochi, located in the eastern coast of the Bolgatty Island. The Kochi Marina is the only marina in India. It’s a modern all-weather port and a rapidly growing maritime gateway to peninsular India. Port Control must be contacted on both arrival and departure once in the approach channel.

Yachts must anchor for clearance off the steamer point on the north tip of Willingdon Island, opposite the two jetties of the port office and the Malabar Hotel in front of the Port Trust Building. No one must land before clearing Customs, who will come out in a launch. The captain can then go ashore and clear at the port office (open 1000-1700), where port dues must be paid. The Customs and Immigration offices must be visited next. Customs will retain the ship’s papers until departure and issue a receipt. The Immigration office is near the railway terminus and landing passes may be issued by them, or, as in 2007, only the passports stamped. After clearance, one may then go to the yacht anchorage south of Bolgatty Island, or the new marina at the Bolgatty Palace Heritage Hotel on the east of Bolgatty Island. Boats drawing more than 6 ft (2 m) should wait for high tide as the channel is shallow in places. Written permission from the Port Captain must be obtained if one moves to another area.

With prior warning, yachts planning to call at Kondo Syokai for repair, can call on them for assistance with clearing.

You can leave your boat in Cochin and travel inland in India. If you want to leave the boat there and travel out of the country, you will need special permission from the authorities in Cochin. The boat must have a guard on board or be stored in a recognised boatyard/workshop.
If planning a day sail from the port, Port Control must be advised in advance, by fax, stating vessel, crew and duration of the trip (in hours).
The Coast Guard are likely to come alongside to check when sailing in the vicinity of the port.

50 b
Contact: Deputy Conservator's Office, Cochin, Tel: 04 84 666871, Fax: 04 84 668163.

5.84 - Kochi (Cochin) Port (W India)

Indian Ocean - Arabian Sea - West coast of India

5.85 - Kochi Naval Base

Indian Ocean - Arabian Sea - West coast of India
Indian Navy - Headquarters Southern Naval Command

5.86 - Allepey point (W India)

Indian Ocean - Arabian Sea - West coast of India
Alleppey (Alappuzha) lies about 29 miles S of Kochi (Cochin). The coast between the ports is low, sandy, thickly fringed with palms, and densely populated. Alleppey Light is shown from a white, round, masonry tower, about 0.3 mile E of the root of Alleppey Pier. As the town of Alleppey is difficult to distinguish from seaward, it is advisable to make a landfall while it is still dark to ensure identifying the lighthouse.

5.87 - Nindakara port (W India)
Indian Ocean - Arabian Sea - West coast of India

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Nindakara (Neendakara) is an open roadstead port at the entrance to Ashtamudi Backwaters.
At the entrance of that fishing port, two breakwaters shelter a shallow basin, with jetties on its N side where barges load ilmenite sand.
The entrance can be identified from seaward by a break in the palms fringing the shore, and by a bridge, which is prominent, spanning the outlet. The port is seasonal, operating from mid-November to mid-April.
Pilotage is not available.
Storm signals are displayed; the Brief System is used.
The port can be contacted from 0800 to 2200, only when a vessel is loading, as follows:
VHF: VHF channel 16
Tel: +91 471 2324842
Fax:+91 471 2324533
Mail: portsdir@asianet.in

5.88 - Tangasseri Point (W India)
Indian Ocean - Arabian Sea - West coast of India
Tangasseri Point Light is shown from a concrete tower, 41m high, painted in black and white diagonal stripes, on the point. The point has been reported to be a good radar target at 17 miles.

The coast from close E of Tangasseri Point to about 3 miles NNW of it is rocky with groves of palms growing close to the HW line.

Caution: Vessels approaching Quilon (Kollam) from the N should not approach Tangasseri Point in depths of less than 20m to avoid the foul ground W and SW of the point. When the tile work’s prominent red 35m high chimney bears 044°, steer for it on that bearing, which leads between Gamaria Rock and Pallikall Shoal.
The port of Quilon (Kollam) is a small roadstead lying in the bight close SE of Tangasseri Point. The N and S limits of the port are defined by lines extending in a 247° direction from two boundary pillars. The N pillar and the S pillar lie about 0.7 mile E and 3 miles ESE, respectively, of Tangasseri Point. The W limit is defined by a line extending 180° from the point.

**Depth?Limitations**
Tangasseri Reef, consisting of foul ground and shoal water, extends about 1.5 miles W and 1 mile SW of Tangasseri Point. Pallikall Shoal, with a depth of 2m, lies about 0.7 mile ESE of Tangasseri Point, near the SE end of the coastal reef. A black buoy and a red conical buoy are moored about 1 mile and 1.3 miles SE, respectively, of Tangasseri Point.

The port is protected by the Tangasseri Breakwater, extending about 1.1 miles SSE of Tangasseri Point. The breakwater was completely restored and strengthened in 2009 after tsunami damage that had occurred 5 years previous and now has a permanent road laid along the entire length. There is also a lee breakwater extending about 500m SSW of the old Post Office with a wharf, 116m in length, located at the W end of this breakwater.

There is a least depth of 8.9m in the fairway of the channel between the buoys and a depth of 8.6m about 0.2 mile SSE of the black buoy. The red conical buoy marks the NW end of a group of dangers, with a least depth of 6.4m, extending ESE.

The basin presently accommodates vessels up to a draft of 7m but there are plans (2009) to increase this to 10m.

Gamaria Rock, with a depth of 7m and marked close N by a black and white conical buoy, lies about 1.3 miles ESE of Tangasseri Point. The above buoys are in position from October to May. There is heavy surf along the steep beach fronting the bight and landing is dangerous except in native boats.

**Contact**
Tel: 91-474-743825  
Fax: 91-474-743825  
Mail: portkollam@yahoo.co.in

**Anchorage**
Anchorage off Quilon (Kollam) is exposed to winds from the NW through W to
SE, and is little frequented during the Southwest Monsoon, when communication with the shore is only practicable by signal. During the Southwest Monsoon vessels should anchor, in not less than 15m, with Tangasseri Point bearing about 000°, distant over 1 mile.

Between October and May, vessels can anchor in the inner anchorage, between Gamaria Rock and Pallikall Shoal, in about 9.1m, sand, with the red chimney of the tile works bearing 040°, and Tangasseri Light bearing 299°. A large vessel may find a position about 0.3 mile farther SW more comfortable.

5.90 - Anjengo point (W India)

Indian Ocean - Arabian Sea - West coast of India
Anjengo, formerly of importance but now a fishing village, is seldom visited as its anchorage is exposed to the surf at all times. It is not easy to identify, even from a short distance, as the fort and other buildings are low and screened by trees. A light shows at a height of 38m from a circular concrete tower at Anjengo. A church with a white face is visible on the coast NW of the fort.
Trivandrum (Thiruvananthapuram), the capital city of the state of Kerala, lies about 1 mile from the coast. The ruins of a pier, extending to the LW line, are prominent on the coast S of the city. Trivandrum is a lighterage port with no docking facilities available. Pilotage is not compulsory but one is available. Trivandrum is closed during the Summer Monsoon season, usually May through August. Landing should not be attempted by small boats due to a strong surf running along the coastline during the winter monsoon season.

Tel: 91-471-324533
Fax: 91-471-324842
Mail: portsdir@asianet.in

5.92 - Kovalam Point (W India)

Indian Ocean - Arabian Sea - West coast of India
Kovalam Point (Covelong Point) is a bluff point with a conspicuous red-roofed building on it. Good radar returns have been reported from the point at 19 miles. Kovalam Beach is probably the best known surf spot in India.

Kolachel (Colachel) is an open roadstead with anchorage in about 13m in the lee of four small islets. The port is important for the export of ilmenite sand. Vessels of 10,000-15,000 grt have called here. Landing during good weather is fairly easy as the rocks off the village form a practical breakwater to the heavy surf on
the coast.

** Depths?Limitations**
The depths shoal gradually from 21m in the outer anchorage to 10m about 0.2 mile offshore in the area E of the town.

Several rocks, above and below-water, extend up to about 0.3 mile S and SW of Kolachel. Kurusukal, 6m high and surmounted by a white shrine carrying a black cross, lies about 183m S of Kolachel Light.

Ahnakal, 3m high, lies close SSE of Kurusukal, with a rock awash close SE of it. Pulleri, 1m high, the SE danger in the approach to Kolachel, lies about 0.3 mile SSE of Kurusakal.

Patna Rock and Constance Rock, with depths of 2m, lie about 183m W and 0.5 mile WNW, respectively, of Pulleri.

** Signals**
Storm signals, using the Brief System, are displayed from a flagstaff 0.4 mile E of Kolachel Light.

** Contacts**
Tel: +91 442 5670959
Fax: +91 442 5673035
Mail: hwaysec@tn.gov.in
Muttam Point (Muttum Point), 35m high and with steep red cliffs, lies about 5.5 miles SE of Kolachel. The village of Muttamtura lies on the point. A light, with a racon, is shown on the point. A group of palmyra trees on high red ground, about 1 mile N of the light structure, forms a good landmark which can usually be seen above mist which may obscure the lighthouse.

Muttam Point has been reported to give a good radar response at 18 miles. Vessels in the vicinity of Muttam Point, at night, should not approach into depths of less than 45m due to the dangers W and SW of the point.

Crocodile Rock, a dangerous sunken rock about 3 miles SW of Muttam Point Light, is the outermost danger; the sea does not break over it in calm weather. Adunda Rock, 5m high, lies about 1.3 miles SW of the point. It is difficult to identify from seaward, and foul ground extends about 0.2 mile NNW from it. Kota Rock, 6m high and steep-to on its W side, lies about 1.3 miles WNW of Adunda Rock. Vessels should not pass inside of Adunda and Kota Rocks.
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