

INDIAN NOTICES TO MARINERS



EDITION NO. 14 DATED 16 JUL 2019

(CONTAINS NOTICES 168 TO 181)

REACH US 24 x 7



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



+91-135-2748373



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



Commander (H)
Maritime Safety Information Services
+91- 135 - 2746290-117

WWW
www.hydrobharat.gov.in

CONTENTS

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

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

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. Sl 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 new Indian Charts that are available for mariners in the market are as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
212	30-06-2019	DIGHI (MURUD-JANJIRA) HARBOUR TO RATNAGIRI <u>LIMIT</u> 16° 52'.00N; 72° 25'.50E. 18° 25'.00N; 73° 19'.50E.	1,50,000	3	Rs. 1950.00
2053	15-06-2019	SACRIFICE ROCK TO BEYPORE <u>LIMIT</u> 11° 05'.00N; 75° 31'.00E. 11° 31'.60N; 75° 48'.40E.	50,000	4	Rs. 1950.00
3003	31-05-2019	CUDDALORE ANCHORAGE <u>LIMIT</u> 11° 40'.50N; 79° 45'.70E. 11° 46'.80N; 79° 54'.50E.	25,000	5	Rs. 1950.00
3043	31-05-2019	GOPALPUR PORT <u>LIMIT</u> 19° 15'.90N; 84° 56'.60E. 19° 19'.00N; 85° 01'.20E.	12,500	5	Rs. 1950.00
3043	31-05-2019	GOPALPUR ANCHORAGE <u>LIMIT</u> 19° 13'.70N; 84° 53'.90E. 19° 21'.50N; 85° 04'.80E.	30,000	5	Rs. 1950.00
7071 (INT 71)	31-05-2019	INDIAN OCEAN NORTHERN PART <u>LIMIT</u> 23° 40'.00S; 33° 20'.00E. 30° 57'.00N; 121° 21'.90E.	1,00,00,000	1	Rs. 1950.00
7702 (INT 702)	31-05-2019	CHAGOS ARCHIPELAGO TO MADAGASCAR <u>LIMIT</u> 24° 18'.10S; 44° 27'.00E. 03° 30'.00S; 77° 47'.00E.	35,00,000	1	Rs. 1950.00

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 The Indian Charts permanently withdrawn are as follows:-

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart/ Edition</i>	<i>Date of Publication</i>
212	15-04-2018	MURUD-JANJIRA HARBOUR TO RATNAGIRI	212	30-06-2019
2053	31-10-2011	SACRIFICE ROCK TO BEYPORE	2053	15-06-2019
3003	30-11-2012	CUDDALORE ANCHORAGE	3003	31-05-2019
3005	15-06-2015	GOPALPUR PORT	3043	31-05-2019
7071 (INT 71)	15-04-2006	INDIAN OCEAN NORTHERN PART	7071 (INT 71)	31-05-2019
7702 (INT 702)	31-07-2006	CHAGOS ARCHIPELAGO TO MADAGASCAR	7702 (INT 702)	31-05-2019

VI

3. The new Indian Electronic Navigational Charts that are available for mariners in the market are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN3212AA	212	DIGHI (MURUD-JANJIRA) HARBOUR TO RATNAGIRI	11-07-2019
IN2291GW	291	GWADAR TO DWARKA	09-07-2019
IN42053A	2053	SACRIFICE ROCK TO BEYPORE	10-07-2019
IN53003U	3003	CUDDALORE ANCHORAGE	11-07-2019
IN63043P	3043	GOPALPUR PORT	11-07-2019
IN53043A	3043	GOPALPUR ANCHORAGE	11-07-2019

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN62010N	2010	KARWAR NAVAL HARBOUR	09-07-2019

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN3212MR	212	MURUD-JANJIRA HARBOUR TO RATNAGIRI	11-05-2018
IN2291RD	291	GWADAR TO DWARKA	09-05-2016
IN62010N	2010	KARWAR NAVAL HARBOUR	27-05-2016
IN42053S	2053	SACRIFICE ROCK TO BEYPORE	04-06-2012
IN53003A	3003	CUDDALORE ANCHORAGE	19-03-2013
IN53005B	3005	GOPALPUR PORT	12-12-2018

6. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
204	DWARKA TO NAVIBANDAR	1,50,000	New Chart
273	KADMAT ISLAND TO IHAVANDIFFULU ATOLL	5,00,000	New Chart
305	APPROACHES TO GOPALPUR	1,50,000	New Chart

VII

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 168 to 181 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	170
22 (INT 752)	3	170
31 (INT 756)	5	181(T)
32 (INT 754)	5	181(T)
33 (INT 755)	5	181(T)
41 (INT 757)	6	174, 175, 177, 181(T)
206	2	169
207	2	180(P)
253 (INT 7328)	2	180(P)
254 (INT 7331)	3	180(P)
255 (INT 7334)	3	170
291	2	176
292 (INT 7021)	2	170, 180(P)
293 (INT 7022)	3	170
313	5	181(T)
356 (INT 7400)	5	181(T)
357 (INT 7397)	5	181(T)
391	5	181(T)
404 (INT 7439)	6	181(T)
405 (INT 7440)	6	181(T)
472 (INT 7032)	6	181(T)
473 (INT 7031)	6	181(T)
2011	3	171
2033 (INT 7341)	2	179(T)
2081 (INT 7342)	2	180(P)
2083 (INT 7339)	2	179(T)
2100	2	180(P)
2105	3	171
3001 (INT 7402)	5	181(T)
3004 (INT 7403)	5	181(T)
3036	5	172
4013	6	173
4043	6	168
4115	6	181(T)

SECTION – II
PERMANENT NOTICES

***168 (14/19) ANDAMAN SEA – INDIA – ANDAMAN ISLANDS – Ariel Bay – Accompanying Block.**

Source: NHO, Dehradun.

Chart 4043 [previous update 071/16]

Insert accompanying block; centered on: 13° 16′·80N., 93° 02′·19E.

***169 (14/19) INDIA – WEST COAST – Veraval to Diu Head –Legend.**

Source: NHO, Dehradun.

Chart 206 [previous update 159/19]

Amend Read as “20°54’” for “22°54’” 20° 53′·40N., 70° 50′·90E.

***170 (14/19) INDIA – WEST COAST – Approaches to Mumbai – Obstruction.**

Source: MV Maria, Amba Shipping & Logistics Pvt. Ltd.

Chart 21 [previous update 160/19]

Insert  *Obstn* 19° 28′·80N., 71° 43′·03E.

Chart 22 (INT 752) [previous update 160/19]

Insert  *Obstn* 19° 28′·80N., 71° 43′·03E.

Chart 292 (INT 7021) [previous update 160/19]

Insert  *Obstn* 19° 28′·80N., 71° 43′·03E.

Chart 293 (INT 7022) [previous update 160/19]

Insert  *Obstn* 19° 28′·80N., 71° 43′·03E.

Chart 255 (INT 7334) [previous update 160/19]

Insert  *Obstn* 19° 28′·80N., 71° 43′·03E.

***171 (14/19) INDIA – WEST COAST – Jaigarh and Angre Ports – Jetty Construction.**

Source: JSW Jaigarh Port Ltd.

Chart 2011 [previous update 086/18]

Substitute firm line for pecked line, joining: 17° 18′·31N., 73° 12′·10E.

17° 18′·40N., 73° 11′·95E.

17° 18′·37N., 73° 11′·93E.

Delete legend “Under construction (2017)”, centered on: 17° 18′·33N., 73° 12′·00E.

Move legend  from: 17° 18′·26N., 73° 12′·04E.

to 17° 18′·33N., 73° 12′·00E.

171 (14/19) INDIA – WEST COAST – Jaigarh and Angre Ports – Jetty construction. (Continued).*Chart 2105** [previous update 086/18]

Substitute	firm line for pecked line, joining;	17° 18′·31N., 73° 12′·10E.
		17° 18′·40N., 73° 11′·95E.
		17° 18′·37N., 73° 11′·93E.
Delete	legend “Under construction (2017)”, centered on:	17° 18′·35N., 73° 12′·01E.
Move	legend (4A) from:	17° 18′·31N., 73° 12′·07E.
	to	17° 18′·35N., 73° 12′·01E.

Former INTM 069/18 is cancelled.***172 (14/19) INDIA – EAST COAST – Chemplast Sanmar Cuddalore Terminal – Chart Title.**

Source: Chemplast Cuddalore Vinyls Ltd.

Chart 3036 [previous update 050/19]Amend read chart title as “Chemplast Cuddalore Vinyls Terminal”
for “Chemplast Sanmar Cuddalore Terminal”, centered on:***173 (14/19) ANDAMAN SEA – INDIA – ANDAMAN ISLANDS – Neill Island Pier – Buoys and Beacon.**

Source: IH – 102, INS Investigator.

Chart 4013 (Panel – Fusilier Channel) [previous update 091/17]

Delete	 Fl.5s	11° 50′·59N., 93° 02′·03E.
	 Fl.5s	11° 50′·51N., 93° 02′·01E.
	 Fl.5s	11° 50′·54N., 93° 02′·12E.

Chart 4013 (Panel – Neill Island Pier) [previous update 091/17]

Delete	 Fl.5s	11° 50′·59N., 93° 02′·03E.
	 Fl.5s	11° 50′·51N., 93° 02′·01E.
	 Fl.5s	11° 50′·54N., 93° 02′·12E.

***174 (14/19) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Pilot Boarding Station.**

Source: Myanmar Notice 25/19.

Chart 41 (INT 757) [previous update 163/19]

Insert		16° 12′·72N., 96° 16′·72E.
--------	---	----------------------------

***175 (14/19) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Obstruction.**

Source: Myanmar Notice 30/19.

Chart 41 (INT 757) [previous update 174/19]Insert  *Obstm*

15° 32'·32N., 94° 02'·13E.

***176 (14/19) ARABIAN SEA – COASTS OF INDIA AND PAKISTAN – Gwadar to Dwarka - Depths.**

Source: BA Notice 2657/19.

Chart 291 [previous update 147/19]Insert depth, 4_9 , enclosed by 5m contour (a) 25° 10'·30N., 64° 12'·30E.Delete depth, 12_2 , close NW of: (a) aboveInsert depth, 5_6 , enclosed by 10m contour (b) 25° 09'·00N., 64° 15'·40E.Delete depth, 14_5 , close SW of: (b) above***177 (14/19) BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Light.**

Source: BA Notice 2808/19.

Chart 41 (INT 757) [previous update 175/19]

Amend Range of light, 10M




09° 40'·10N., 100° 04'·30E.

*178 (14/18) Miscellaneous updates to charts.		
Source: NHO Dehradun.		
Chart No.	Previous Updates	Details
352 (INT 7416)	127/18	Insert Chart No.3043 and Magenta limit as follows: 19° 13'·70N., 84° 54'·00E. (W Border) 19° 13'·70N., 85° 04'·80E. 19° 21'·50N., 85° 04'·80E. 19° 21'·50N., 84° 54'·00E. (W Border)
		Delete Chart No.3005 and Magenta limit as follows: 19° 13'·70N., 84° 54'·00E. (W Border) 19° 13'·70N., 85° 04'·97E. 19° 21'·50N., 85° 04'·97E. 19° 21'·50N., 84° 54'·00E. (W Border).
357 (INT 7397)	175/18	Insert Chart No.3003 and Magenta limit as follows: 11° 40'·50N., 79° 45'·70E. 11° 40'·50N., 79° 54'·50E. 11° 46'·80N., 79° 54'·50E. 11° 46'·80N., 79° 45'·70E. 11° 40'·50N., 79° 45'·70E.
		Delete Chart No.3003 and Magenta limit as follows: 11° 40'·00N., 79° 45'·70E. 11° 40'·00N., 79° 54'·50E. 11° 46'·80N., 79° 54'·50E. 11° 46'·80N., 79° 45'·70E. 11° 40'·00N., 79° 45'·70E.

SECTION – III**TEMPORARY AND PRELIMINARY NOTICES*****179(T) (14/19) INDIA – WEST COAST – Gulf of Kachchh – Sikka Creek – Mooring Buoy.**

Source: Sikka Port Ltd.

1. Following mooring buoys deployed by Sikka Port till 30 Jun 2020:

Sl. No.	Buoy	Position
(i)		22° 30'·30N., 69° 47'·10E.
(ii)		22° 30'·37N., 69° 47'·28E
(iii)		22° 30'·16N., 69° 47'·47E

2. Mariners are advised to exercise caution.

Charts affected – 2083 (INT 7339) – 2033 (INT 7341).

***180(P) (14/19) INDIA – WEST COAST – Gulf of Khambhat – Approaches to Port Pipavav – Construction Work.**

Source: Swan LNG Pvt Ltd.

1. Construction of LNG terminal is in progress in the area bounded by the following coordinates:-

Sl. No.	Position
(a)	20° 53'·55N., 071° 28'·73E.
(b)	20° 53'·36N., 071° 29'·96E.
(c)	20° 52'·69N., 071° 29'·85E.
(d)	20° 52'·80N., 071° 29'·11E.
(e)	20° 52'·39N., 071° 28'·29E.
(f)	20° 52'·71N., 071° 27'·61E.
(g)	20° 52'·92N., 071° 27'·74E.

2. Mariners are advised to navigate with caution in the area and contact Port authority for latest information.

Charts affected – 292 (INT 7021) – 253 (INT 7328) – 254 (INT 7331) – 207 – 2081 (INT 7342) – 2100 (INT 7344).

***181(T) (14/19) INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys and Tsunami Buoys.**

Source: NIOT - Chennai.

1. Following yellow colour data buoys characteristics FL(4)15s4M, 3m diameter and 3.5m height mast with radar reflector & mast carrying sensor laid in following positions:

Buoy No./Name	Position	Chart Affected
BD08/ OB	17° 49'·29N., 89° 14'·90E	31(INT 756)
BD10/ OB	16° 21'·42N., 87° 59'·25E	31(INT 756)
BD11/ OB	13° 31'·30N., 84° 10'·00E	32 (INT 754), 33 (INT 755), 391
BD12/ OB	10° 30'·55N., 94° 04'·26E	33 (INT 755), 41(INT 757), 472 (INT 7032)
BD13/ OB	13° 59'·24N., 86° 59'·49E	33 (INT 755)
BD14/ OB	06° 34'·14N., 88° 14'·00E	33 (INT 755)
CB 01/ CB	11° 35'·20N., 92° 35'·46E	33 (INT 755), 41 (INT 757), 473 (INT 7031), 404 (INT 7439), 405 (INT 7440), 4115
CB 06/ CB	13° 06'·03N., 80° 19'·01E	32 (INT 754), 33 (INT 754), 356 (INT 7400), 357 (INT 7397), 391, 313, 3001 (INT 7402), 3004(INT 7403)
TB09/ TB	17° 03'·17N., 90° 00'·13E	31(INT 756)
TB05/ TB	10° 15'·25N., 88° 30'·36E	33 (INT 755)
STB01/ TB	06° 15'·00N., 88° 48'·00E	33 (INT 755)
Wave Rider	13° 05'·56N., 80° 18'·58E	32 (INT 754), 33 (INT 754), 356 (INT 7400), 357 (INT 7397), 391, 313, 3001 (INT 7402), 3004(INT 7403)
WHOI Buoy	17° 48'·14N., 89° 30'·17E	31(INT 756)

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.

3. All positions are in WGS 84 datum.

Former INM 146(T)/19 is cancelled.

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)	Balasore	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-Shevaharbour 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>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 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 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 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>L. R. Marine Services 301, 3rd Floor, Biry 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 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>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>
<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>	

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 – 2016.

2. NAVAREA VIII Warnings in force as on 15 Jul 19:-

2017 SERIES – 685 762
2018 SERIES – 428 758
2019 SERIES – 024 088 199 287 289 368 369 378 392 465 479 503 523 537 547 549 553 554 555 557 558 559 564 570 572 575 576 577 578

3. NAVAREA VIII Warnings issued during the period from 01 Jul 19 to 15 Jul 19 (both dates inclusive) are as tabulated below:-

<p>561. East Indian Ocean. Chart INT 71. Fallout hazard predicted from Rocket Vega VV15 daily from 06 Jul to 05 Aug 19 from 0401 to 0518 UTC in area bounded by 21-19S 088-29E, 08-59S 091-10E, 09-05S 091-35E, 21-25S 088-55E. Wide berth from area advised.</p> <p>2. Cancel this MSG 050620 UTC Aug 19.</p>
<p>562. Cancel NAVAREA VIII MSG 489/19, 504, 507, 514, 525, 530 and this MSG. INTM 159/19, 160, 163, 166(T), 167(T), Section VII of EDN 13/19 refers.</p>
<p>563. Cancel NAVAREA VIII MSG 661/18, 552/19 and this MSG.</p>
<p>564. Bay of Bengal - off Chittagong. Charts BA 90 INT 71. 43 containers from MV KSL Gladiator reported overboard and adrift 22-09.445N 091-25.102E at 300225 UTC Jun 19. Vessels transiting to exercise caution.</p>
<p>565. India East Coast – off Chennai. Charts IN 356 (INT 7400) 391. Firing by CG aircraft scheduled on 09, 10, 11, 12 Jul 19 from 0130 to 1130 UTC in danger area bounded within 12-49N to 12-59N and 080-46E to 081-26E. Wide berth from area advised.</p> <p>2. Cancel this MSG 121230 UTC Jul 19.</p>
<p>566. NAVAREA VIII Warnings in force as on 05 Jul 2019:- 2017 Series – 685 762 2018 Series – 428 758 2019 Series – 024 088 199 287 289 368 369 378 392 436 465 479 503 523 534 537 547 549 551 553 554 555 557 558 559 561 564 565 (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</p> <p>2. Cancel this MSG 120930 UTC Jul 19.</p>
<p>567. India East Coast – off Gopalpur. Charts IN 352 353 (INT 7413). Army Air Defence Firing and BPTA Flight scheduled daily on 11, 12, 13 Jul 19 from 0130 to 0830 and 0930 to 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. Wide berth from area advised .</p> <p>2. Cancel this MSG 131530 UTC Jul 19.</p>
<p>568. Cancel NAVAREA VIII MSG 436/19 and this MSG.</p>
<p>569. Bay of Bengal and Andaman Sea. Charts IN 32 33 41 INT 71. GSLV launch scheduled on 14, 15, 16 Jul 19 from 2100 to 2200 UTC.</p> <p>2. Danger zone as follows:- Zone -1: Circle of 10 NM from 13-43.2N 080-13.8E Zone-2: 12-30N 082-40E, 13-15N 082-50E, 12-45N 084-10E, 12-00N 084-00E Zone-3: 11-35N 085-00E, 12-25N 085-10E, 11-45N 087-15E, 10-55N 087-05E Zone-4: 08-10N 094-20E, 09-00N 094-40E, 08-25N 096-15E, 07-35N 095-55E</p> <p>3. Cancel this MSG 162300 UTC Jul 19.</p>
<p>570. India West Coast– Gulf of Khambhat. Charts IN 207 INT 7331. Narmada Channel Buoy 4 missing .</p>
<p>571. India West Coast. Chart IN 292 (INT 7021). Veraval (20-54N 070-21E) NAVTEX transmitter off from 0230 to 1230 UTC on 10 Jul 19.</p> <p>2. Cancel this MSG 101230 UTC Jul 19.</p>
<p>572. India West Coast– Dharamtar Creek. Chart IN 2016 (INT 7336). Barge reported sunk 18-50.07N 072-56.75E. Wide berth advised.</p>
<p>573. Cancel NAVAREA VIII MSG 534/19 and this MSG.</p>
<p>574. Cancel NAVAREA VIII MSG 561/19 and this MSG.</p>

<p>575. India West Coast - off Trivandrum. Charts IN 222 223 260 INT 752. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 17 Jul 19 from 0530 to 0730 UTC.</p> <p>2. Danger sector:- (A) Radius of 05 NM from launcher between azimuth 190 and 300. (B) Radii of 45 and 75 NM from launcher between azimuth 220 and 260.</p> <p>3. Wide berth from area advised.</p> <p>4. Cancel this MSG 170830 UTC Jul 19.</p>
<p>576. India East Coast – Vishakhapatnam. Charts IN 308 3002 INT 7408. Firing by Naval Coast Battery scheduled on 17 Jul 19 from 0001 to 0130 UTC in danger sector extending upto 17 NM between bearing 070 and 130 from 17-42N 083-18E. Wide berth from area advised.</p> <p>2. Cancel this MSG 170230 UTC Jul 19.</p>
<p>577. NAVAREA VIII Warnings in force as on 12 Jul 2019:- 2017 Series – 685 762 2018 Series - 428 758 2019 Series – 024 088 199 287 289 368 369 378 392 465 479 503 523 537 547 549 551 553 554 555 557 558 559 564 567 569 570 572 575 576</p> <p>(A) NAVAREA VIII Warnings less than 42 days promulgated via SafetyNet. (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 190930 UTC Jul 19.</p>
<p>578. Cancel NAVAREA VIII 569 and this MSG.</p>

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West coast of India Pilot (INP-1)
Chapter - 8 (Page 306)

Article 8.67, Heading, Chart, delete and replace by

Chart 2108, 2101

Article 8.67, Para 3, delete and replace by

Approach. The terminal is approached from the vicinity of Fairway Light Buoy (21°01'.12N, 72°39'.25E), through a dredged channel, named as “Essar Channel”, leading N for about 4 miles, marked by light buoys and beacons (lateral). The turning circle, Diameter 550m, off the northern part of the Deep Water Berth is marked by light buoys (special).

Article 8.68, Para 1 and 2, delete and replace by

1 The terminal has 1650 m Deep Water Berth to handle 2 bulk vessel and 3 general cargo vessels.

2 Deep Water Berth is capable of handling vessels of maximum LOA-300 m, beam-50 m, and draught-14 m. Deep Water Berth has six births, Berth 1,5 and 6 of length 250 m and Berth 2,3&4 of length 300 m. Towards north of the Deep Water Berths, The terminal is also operating barge Jetties of Essar Steel operated by EBTL.

Article 8.69, Para 3, delete and replace by

3 **Cranes.** The terminal is equipped with 4 Gantry ship unloaders connected through the conveyor belts to discharge cargo in different stockyards of hook capacity 65 MT and outreach of 34 m. For handling general cargo including containers Terminal has two mobile harbour cranes with hook capacity of 80 MT. Terminal has number of yard equipments including pay loaders for handling bulk cargo and forklifts ranging from 10 MT to 32 MT.

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
D7065	Remove from list; deleted						
D7065.1	Remove from list; deleted						
D7351	<i>Sharjah. Offshore Oil Terminal. Amoco SBM</i>	25 34.63 N 55 24.17 E	Mo(U)W 37s	..	6	Superbuoy	TE 2019
---		..	Racon	..	..	..	ILRS Vol 2 Station 76940 *
F1128.3	Remove from list; renumbered to F9330.35						
F1128.5	Remove from list; renumbered to F9330.4						
F1128.6	Remove from list; renumbered to F9330.45						
F1128.63	Remove from list; renumbered to F9330.5						
F1128.7	Remove from list; renumbered to F9330.55						
F1128.75	Remove from list; renumbered to F9330.6						
F1128.8	Remove from list; renumbered to F9330.65						
F1129	Remove from list; renumbered to F9330.7						
F1130	Remove from list; renumbered to F9330.75						
F1227.1	- Rosen point	06 57.35 N 93 56.65 E	Fl W 10s	23	13	Square masonry tower black bands with GI Trestle tower on top 21	*
F1669	Permatang Alur Mudah. Mudah Selatan	01 25.13 N 103 11.09 E	Fl(3)W 15s	26	16	White round GRP tower on piled platform	TE 2019
--		..	Racon	..	..	..	ILRS Vol 2 Station 79950 *
F1718.7	- Outer Shoal	01 15.01 N 103 51.80 E	Fl G 5s	8	5	Green buoyant beacon with Δ topmark	TE; Replaced by light-buoy Fl G 5s close NW (T) 2019 *
GULF OF MARTABAN							
F9330.35	Renumbered; was previously F 1128.3	14 24.53 N 96 02.04 E	Lit	..	10	Platform	
*							
F9330.4	Renumbered; was previously F 1128.5	14 16.59 N 96 02.48 E	Lit	..	10	Platform	Other installations exist in the field
*							
F9330.45	Renumbered; was previously F 1128.6	14 11.49 N 96 02.82 E	Lit	..	10	Platform	
*							
F9330.5	Renumbered; was previously F 1128.63	14 10.63 N 96 04.80 E	Lit	..	10	Platform	
*							
F9330.55	Renumbered; was previously F 1128.7	14 09.53 N 95 56.79 E	Lit	..	10	Platform	
*							
F9330.6	Renumbered; was previously F 1128.75	14 08.48 N 95 51.41 E	Lit	..	10	Platform	
*							
F9330.65	Renumbered; was previously F 1128.8	14 01.57 N 95 49.35 E	Lit	..	10	Platform	
*							

F9330.7	Renumbered; was previously F 1129 Yetagun Gas Field	13 08.46 N 96 52.41 E	Lit	..	10	Platform	Other installations some marked by lights, exist in the field ILRS Vol 2 Station 79630
*	-	..	Racon	..	..	..
F9330.75	Renumbered; was previously F 1130	13 02.91 N 96 52.42 E	Lit	..	10	Platform	ILRS Vol 2 Station 79625
*	-	..	Racon	..	..	..

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014*(Last correction: Edition No. 11 dated 01 June 2019)*

NIL

INP 31(2), 2014*(Last correction: Edition No.12 dated 16 June 2019)*

NIL

NP 31(5), 2017*(Last correction: Edition No. 23 dated 1 Dec 2018)***PAGE 153, Chapter 10, DISTRESS, SEARCH AND RESCUE, BANGLADESH.***Delete entry and replace by:*

BANGLADESH			
National SAR Agency: Director General, Department of Shipping Address: 141 -143, Motijheel C/A (8th floor), Dhaka1000, Bangladesh Tel: +880 2 9555128 & +880 2 9553584 Fax: +880 2 7168363			
The department of Shipping is responsible for coordinating Search and rescue operations. Coast Radio Stations maintain a continuous listening watch on international distress frequencies.			
	Telephone +880	Fax +880	Others/Ship Earth Stations (SES)
CAAB HQ	2 8911125	2 8913322	AFTN: VGHQYAYS
Dhaka ACC (Cospas-Sarsat SPOC)	2 8901462 2 8901463 2 8901464	2 8901924	AFTN: VGHSZQZX email: rcc_dhaka@caab.gov.bd
MRCC DHAKA (NHQ Ops Room Naval HQ) - Primary	2 9836314 (Direct) 2 8871247 (Direct) 2 9836141-149 ext 2116 (PABX) 2 9836141-149 ext 2118 (PABX)	2 8871254	Mobile: +880 1 769701111 (Duty Officer), +880 1 769702113 (Staff Officer), +880 1 769702116 (Duty Staff) Immarsat C: 440500362 email: mrccdhk@navy.mil.bd Website: www.navy.mil.bd
MRCC DHAKA (COMCEN Naval HQ) - Secondary	2 8711439 (Direct) 2 9836141-149 ext 2821(PABX) 2 9836141-149 ext 2822 (PABX)	2 9836270 2 8712243	Mobile: +880 1769712520 (Staff Officer), +880 1 769702118 (Duty Staff) email: cmcndhk@navy.mil.bd
MRSC CHITTAGONG (Naval area Ops Room) - Primary	31 741642 (Direct) 31 740391-9 ext 4108 (PABX) 31 740391-9 ext 4109 (PABX) 31 740400-9 ext 4108 (PABX) 31 740400-9 ext 4109 (PABX)	31 741162	Mobile: +880 1 769721111 (Duty Officer) +880 1 769724107 (Staff Officer) email: mrsctg@navy.mil.bd

MRSC CHITTAGONG (COMCEN) - Secondary	31 741642 (Direct) 31 740391-9 ext 4137 (PABX) 31 740400-9 ext 6137 (PABX) 31 740400-9 ext 4137 (PABX) 31 740400-9 ext 6137 (PABX)	31 741162	Mobile: +880 1 769724131 (Staff Officer) email: cmcnctg@navy.mil.bd
MRSC KHULNA (COMKHUL) - Primary	2 55059279 (Direct) 2 55059200-209 ext 20 or 4119 (PABX)	2 55059279	Mobile: +880 1 769781111 (Duty Officer) +880 1 769784107 (Staff Officer) email: mrsckin@navy.mil.bd
MRSC KHULNA (COMCEN) - Secondary	2 55059280 (Direct) 2 55059200-209 ext 23 (PABX)	2 55059281 2 55059282	Mobile: +880 1 769784170 (Staff Officer) email: cmcnkin@navy.mil.bd

(Source: BA 28/19)

(14/19)

INP 31(6), 2018

(Last correction: Edition No. 11 dated 01 June 2019)

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

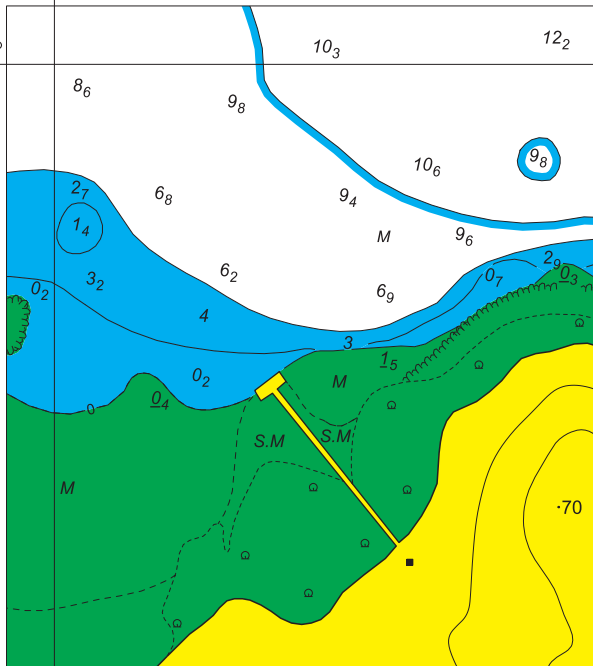
HYDROGRAPHIC NOTE FOR PORT INFORMATION (To accompany Form IH.102)		IH.102A (Revised 2012)	
Date		Ref. No.	
Name of the Ship or Sender			
Address			
Tel/Fax/E-mail			
1. NAME OF PORT			
Location	Latitude		Longitude
2. GENERAL REMARKS			
Principal activities and trade			
Number of ships and tonnage handled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

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

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

93°02' To accompany Indian Notices to Mariners No. 168/2019

13° 17' 13° 17'



93°02'E Block Correction for Chart No. 4043



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: mrcc-west@indiancoastguard.nic.in

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC