## INDIAN
NOTICES TO MARINERS

EDITION NO. 08 DATED 16 APR 2019
(CONTAINS NOTICES 092 TO 108)

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(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

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No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.
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.
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 overloading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.
IV

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

(a) That no liability whatsoever can be accepted for failure to publish details of any particular law or regulation and
(b) That publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

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

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

**Use of Global Positioning System (WGS 84) positions.**

(a) The positions of hydrographic objects shown on 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, ENCs AND PUBLICATION

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

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Date of Publication</th>
<th>Title, Limits &amp; Description</th>
<th>Scale</th>
<th>Folio</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>205</td>
<td>28-02-2019</td>
<td>NAVIBANDAR TO VERAVAL LIMIT 20° 49'.00N; 69° 02'.00E. 21° 39'.00N; 75° 25'.00E.</td>
<td>1,50,000</td>
<td>2</td>
<td>Rs. 1950.00</td>
</tr>
<tr>
<td>206</td>
<td>28-02-2019</td>
<td>VERAVAL TO DIU HEAD LIMIT 20° 16'.50N; 69° 50'.00E. 21° 06'.75N; 71° 12'.80E.</td>
<td>1,50,000</td>
<td>2</td>
<td>Rs. 1950.00</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Date of Publication</th>
<th>Title</th>
<th>On Publication of New Chart/Edition</th>
<th>Date of Publication</th>
</tr>
</thead>
<tbody>
<tr>
<td>205</td>
<td>15-03-2012</td>
<td>NAVIBANDAR TO VERAVAL</td>
<td>205</td>
<td>28-02-2019</td>
</tr>
<tr>
<td>206</td>
<td>31-07-2012</td>
<td>VERAVAL TO DIU HEAD</td>
<td>206</td>
<td>28-02-2019</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>ENC Cell Name</th>
<th>Chart No.</th>
<th>Title</th>
<th>Issue Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>IN3205NR</td>
<td>205</td>
<td>NAVIBANDAR TO VERAVAL</td>
<td>08-04-2019</td>
</tr>
<tr>
<td>IN3206VH</td>
<td>206</td>
<td>VERAVAL TO DIU HEAD</td>
<td>08-04-2019</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>ENC Cell Name</th>
<th>Chart No.</th>
<th>Title</th>
<th>Issue Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>IN3205NV</td>
<td>205</td>
<td>NAVIBANDAR TO VERAVAL</td>
<td>03-08-2012</td>
</tr>
<tr>
<td>IN3206VT</td>
<td>206</td>
<td>VERAVAL TO DIU HEAD</td>
<td>08-01-2019</td>
</tr>
</tbody>
</table>

5. The forthcoming Indian Chart is as follows:-

<table>
<thead>
<tr>
<th>Chart No</th>
<th>Title</th>
<th>Scale</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>7070 (INT 70)</td>
<td>INDIAN OCEAN SOUTHERN PART</td>
<td>1,00,00,000</td>
<td>New Chart</td>
</tr>
</tbody>
</table>
Availability of ENCs

The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENCs through the worldwide 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:

<table>
<thead>
<tr>
<th>United Kingdom Hydrographic Office</th>
<th>C-MAP Norway AS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Admiralty Way, Taunton, Somerset</td>
<td>Nyaskaiveien 2, 4379 Egersund, Norway</td>
</tr>
<tr>
<td>TA1 2DN, UK</td>
<td>Ph: +47 51 464700, +91 2262233326</td>
</tr>
<tr>
<td>Tel: +44 (0) 1823 337900</td>
<td>Mob: +91 9820238542</td>
</tr>
<tr>
<td>Fax: +44 (0) 1823 330561, 1823 284077</td>
<td>Fax: +47 51 464701, +91 2267939504</td>
</tr>
<tr>
<td>Web site: <a href="http://www.hydro.gov.uk">www.hydro.gov.uk</a></td>
<td>Email: <a href="mailto:enc@c-map.com">enc@c-map.com</a>, <a href="mailto:info@c-map.co.no">info@c-map.co.no</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>M/s Primar</th>
<th>M/s IIC Technologies Limited</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwegian Hydrographic Service,</td>
<td>B-2-350/5/B-22, Road No. 3</td>
</tr>
<tr>
<td>Postbox 60,</td>
<td>Banjara Hills</td>
</tr>
<tr>
<td>4001 Stavanger</td>
<td>Hyderabad - 500 034</td>
</tr>
<tr>
<td>Norway</td>
<td>Telangana</td>
</tr>
<tr>
<td>Telephone - +47 - 51 85 87 00</td>
<td>Tel:+91 4039144444</td>
</tr>
<tr>
<td>Fax - + 47 - 51 85 87 08</td>
<td>Fax: +91 4039144455</td>
</tr>
<tr>
<td>E-mail: <a href="mailto:data@ecc.no">data@ecc.no</a></td>
<td>Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a></td>
</tr>
<tr>
<td>Website: - <a href="http://www.primar.org">www.primar.org</a></td>
<td>Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></td>
</tr>
</tbody>
</table>
SECTION – I

The list of charts affected by the Notices 092 to 108 contained in this edition is as follows:-

<table>
<thead>
<tr>
<th>CHART NUMBER</th>
<th>FOLIO NO.</th>
<th>NOTICE NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>31 (INT 756)</td>
<td>095, 106(T), 107(T)</td>
<td></td>
</tr>
<tr>
<td>41 (INT 757)</td>
<td>096, 108(T)</td>
<td></td>
</tr>
<tr>
<td>208</td>
<td>093</td>
<td></td>
</tr>
<tr>
<td>2001</td>
<td>094</td>
<td></td>
</tr>
<tr>
<td>2013 (INT 7324)</td>
<td>092</td>
<td></td>
</tr>
<tr>
<td>2015 (INT 7337)</td>
<td>094</td>
<td></td>
</tr>
<tr>
<td>2016 (INT 7336)</td>
<td>094</td>
<td></td>
</tr>
<tr>
<td>2031 (INT 7326)</td>
<td>092</td>
<td></td>
</tr>
<tr>
<td>2044</td>
<td>093</td>
<td></td>
</tr>
<tr>
<td>2047</td>
<td>097</td>
<td></td>
</tr>
<tr>
<td>2076 (INT 7338)</td>
<td>094</td>
<td></td>
</tr>
<tr>
<td>2529</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>2550</td>
<td>098, 099</td>
<td>102, 103</td>
</tr>
<tr>
<td>2551</td>
<td>098, 099</td>
<td>104</td>
</tr>
<tr>
<td>2552</td>
<td>098</td>
<td>101</td>
</tr>
<tr>
<td>7508 (INT 508)</td>
<td>098</td>
<td></td>
</tr>
<tr>
<td>7707 (INT 707)</td>
<td>104</td>
<td></td>
</tr>
<tr>
<td>7708 (INT 708)</td>
<td>101</td>
<td></td>
</tr>
</tbody>
</table>
**SECTION – II**

**PERMANENT NOTICES**

*092 (08/19)  INDIA – WEST COAST – GULF OF KACHCHH – Port of Okha – Buoys.

Source: IH-102, ICGS C-136.

*Chart 2031 (INT 7326) [previous update 162/18]*

Delete buoy No.2  22° 29´·11N., 69° 05´·39E.

buoy No.3  22° 29´·00N., 69° 05´·33E.

*Chart 2013 (INT 7324) [previous update 035/15]*

Delete buoy No.2  22° 29´·11N., 69° 05´·39E.

buoy No.3  22° 29´·00N., 69° 05´·33E.

Cancel former INTM 066(T)/15.

*093 (08/19)  INDIA – WEST COAST – Gulf of Khambhat (Cambay) – Southern Portion – Lesser Depth.

Source: IH-102, INS Sutlej.

*Chart 2044 [previous update 061/19]*

Insert legend “Lesser Depth (see Note)” ; centered on: 21° 12´·57N., 72° 19´·90E.

*Chart 208 [previous update 061/19]*

Insert legend “Lesser Depth (see Note)” ; centered on: 21° 12´·58N., 72° 19´·87E.

*094 (08/19)  INDIA – WEST COAST – Jawaharnal Nehra Port and Trombay – Anchorage area and Buoys.

Source: JNPT.

*Chart 2016 (INT 7336) [previous update 062/19]*

Insert circular limit of anchorage area,  , , radius 350 mtrs, centered on : 18° 55´·95N., 72° 54´·24E.

Move N17 from : 18° 55´·85N., 72° 53´·39E.

to : 18° 55´·92N., 72° 53´·66E.

Move N19 from : 18° 56´·20N., 72° 54´·04E.

to : 18° 56´·22N., 72° 54´·23E.

*Chart 2015 (INT 7337) [previous update 160/18]*

Insert circular limit of anchorage area,  , , radius 350 mtrs, centered on : 18° 55´·95N., 72° 54´·24E.

Move Fl.G.5s N17 from : 18° 55´·85N., 72° 53´·39E.

to : 18° 55´·92N., 72° 53´·66E.

Move Fl.G.5s N19 from : 18° 56´·20N., 72° 54´·04E.

to : 18° 56´·22N., 72° 54´·23E.
2.2

*094 (08/19)  INDIA – WEST COAST – Jawaharnal Nehra Port and Trombay – Anchorage area and Buoys. Continued.

**Chart 2076 (INT 7338) [previous update 149/18]**

Insert circular limit of anchorage area, centered on:

- **Fl.G.5s**
  - N17
  - from:
  - to:

- **Fl.G.5s**
  - N19
  - from:
  - to:

**Chart 2001 [previous update 155/18]**

Delete

- **Fl.G.5s**
  - N17

*095 (08/19)  INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Pilot Boarding Area and FSRU.

Source: Bangladesh NTM 04/19.

**Chart 31 (INT 756) [previous update 066/19]**

Insert

- **FSRU**

*096 (08/19)  BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Wellhead.

Source: Myanmar NTM 35/18.

**Chart 41 (INT 757) [previous update 140/18]**

Insert

- **WP-8**
- **WP-9**
- **WP-10**
- **WP-11**

*097 (08/19)  INDIA – Lakshadweep – Chetlat Island – Buoys and Beacon.

Source: IH-102, INS Jamuna.

**Chart 2047 (Panel C) [previous update 204/16]**

Insert

- **B**

Move from:

- **B**

  to:

- **B**
*098 (08/19)  INDIAN OCEAN – SEYCHELLES – Port Victoria – Jetty and Legend.

Source: IH-102, INS Sarvekshak.

**Chart 2552** [previous update NC 30 Nov 2017]
Insert  legend “Ille de Port”, centered on:  04° 36´·89S., 55° 27´·62E.

**Chart 2551** [previous update NC 30 Nov 2017]
Replace  pecked line, with, firm line, joining: 04° 36´·980S., 55° 27´·780E.
04° 36´·877S., 55° 27´·789E.
04° 36´·878S., 55° 27´·794E.
04° 36´·869S., 55° 27´·794E.
04° 36´·867S., 55° 27´·771E.

**Chart 2550** [previous update 133/17]
Insert  legend “IPHS Jetty”, centered on:  04° 36´·95S., 55° 27´·77E.
legend “Ille de Port”, centered on:  04° 36´·89S., 55° 27´·62E.
Replace  pecked line, with, firm line, joining: 04° 37´·070S., 55° 27´·890E.
04° 36´·980S., 55° 27´·780E.
04° 36´·877S., 55° 27´·789E.
04° 36´·878S., 55° 27´·794E.
04° 36´·869S., 55° 27´·794E.
04° 36´·867S., 55° 27´·771E.
Delete  legend “Under Construction (2017)”, centered on:  04° 37´·02S., 55° 27´·82E.

*099 (08/19)  INDIAN OCEAN – SEYCHELLES – Port Victoria – Buoys.

Source: IH-102, INS Sarvekshak.

**Chart 2551** [previous update 098/19]
Insert  04° 35´·67S., 55° 30´·16E.
04° 36´·11S., 55° 29´·57E.

**Chart 2550** [previous update 098/19]
Insert  04° 37´·09S., 55° 27´·91E.

*100 (08/19)  INDIAN OCEAN – MAURITIUS – Northern Islets of Mauritius – Wreck.

Source: Mauritius Hydrographic Service, Mauritius.

**Chart 2529** [previous update NC 31 Dec 2018]
Insert  19° 59´·56S., 57° 38´·05E.
101 (08/19) INDIAN OCEAN – AUSTRALIA – West Coast – Light.
Source: BA Notice 0286/19.
Chart 7708 (INT 708) [previous update 087/19]
Delete 24° 14´·00S., 113° 23´·40E.

102 (08/19) PACIFIC OCEAN – South China Sea – Wreck.
Source: BA Notice 1248/19.
Chart 7508 (INT 508) [previous update 087/19]
Insert 04° 51´·50S., 108° 20´·80E.

103 (08/19) PACIFIC OCEAN – South China Sea – Wreck.
Source: BA Notice 1455/19.
Chart 7508 (INT 508) [previous update 102/19]
Replace 01° 13´·90S., 107° 07´·00E. with 01° 13´·90S., 107° 07´·00E.

104 (08/19) INDIAN OCEAN – Maldives to Sumatera – Buoy.
Source: BA Notice 1632/19.
Chart 7707 (INT 707) [previous update 140/18]
Insert 00° 00´·10S., 85° 02´·20E. Rep (2019)
Cancel former INTM 081(T)/19.

*105 (08/19) Miscellaneous updates.
Source: NHO Dehradun.
Amend, Read as:

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Date of Publication</th>
<th>Title</th>
<th>On Publication of New Chart/ Edition</th>
<th>Date of Publication</th>
</tr>
</thead>
<tbody>
<tr>
<td>215</td>
<td>31-07-2012</td>
<td>BETUL TO BELEKHERI</td>
<td>215</td>
<td>31-01-2019</td>
</tr>
<tr>
<td>2020</td>
<td>31-10-2015</td>
<td>MORMUGAO AND PANAJI</td>
<td>2020</td>
<td>31-01-2019</td>
</tr>
<tr>
<td>2022 (INT 7345)</td>
<td>31-03-2011</td>
<td>APPROACHES TO MORMUGAO</td>
<td>2022 (INT 7345)</td>
<td>31-01-2019</td>
</tr>
<tr>
<td>2078 (INT 7346)</td>
<td>30-04-2015</td>
<td>PORT OF MORMUGAO</td>
<td>2078 (INT 7346)</td>
<td>31-01-2019</td>
</tr>
<tr>
<td>7701 (INT 701)</td>
<td>31-07-2006</td>
<td>MAPUTO TO MUQDISHO</td>
<td>7701 (INT 701)</td>
<td>15-02-2019</td>
</tr>
</tbody>
</table>
SECTION – III

TEMPORARY AND PRELIMINARY NOTICES

*106(T) (08/19)  BAY OF BENGAL – Northern Portion (Krishnapatnam to Bassein River) – Buoys.

Source: Bangladesh NTM 18(T)/19.

1. Following temporary buoys are deployed :-

<table>
<thead>
<tr>
<th>Buoy</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>⚠️</td>
<td>21° 52′.78N., 091° 53′.99E.</td>
</tr>
<tr>
<td>⚠️</td>
<td>21° 52′.91N., 091° 53′.90E.</td>
</tr>
<tr>
<td>⚠️</td>
<td>21° 53′.02N., 091° 54′.02E.</td>
</tr>
</tbody>
</table>

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

Charts affected 31 (INT 756).

*107(T) (08/19)  BAY OF BENGAL – Northern Portion (Krishnapatnam to Bassein River) – Subsea Facilities and Pipeline Inspection.

Source: Myanmar NTM 33/18.

1. Mya (MNM) Subsea Facilities, Shwe Platforms (SHP) Subsea Facilities and Pipeline Inspection will be carried out by MV Pacific Raper (call sign: 9V5943) in the following areas till 31 Dec 2019.

<table>
<thead>
<tr>
<th>Mya (MNM) Subsea Facilities &amp; Pipeline Inspection</th>
<th>Shwe Platform (SHP) Subsea Facilities &amp; Pipeline Inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Table" /></td>
<td><img src="image" alt="Table" /></td>
</tr>
</tbody>
</table>

2. During the drilling period unauthorized navigation, anchoring, fishing and trawling are prohibited within 5 NM from the above mentioned areas.

3. Mariners are advised to navigate with caution.

Charts affected – 31 (INT 756).

*108(T) (08/19)  BAY OF BENGAL AND ANDAMAN SEA – Andaman Sea – Drilling Operation.

Source: Myanmar NTM 34/18.

1. Semi-Submersible drilling will be carried out by vessel Hakurya-5 (call sign: 3FZL6) in position 13° 02′.96N., 96° 52′.13E till 30 Nov 2019.

2. During the drilling period unauthorized navigation, anchoring, fishing and trawling are prohibited within 5 NM from the above mentioned position.

3. Mariners are advised to navigate with caution.

Charts affected – 41 (INT 757).
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:-

<table>
<thead>
<tr>
<th>Sl.</th>
<th>Station Name</th>
<th>BI</th>
<th>Broadcast Timings in UTC</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a)</td>
<td>Veraval</td>
<td>H</td>
<td>0110 0510 0910 1310 1710 2110</td>
</tr>
<tr>
<td>(b)</td>
<td>Vengrula Point</td>
<td>J</td>
<td>0130 0530 0930 1330 1730 2130</td>
</tr>
<tr>
<td>(c)</td>
<td>Muttam Point</td>
<td>L</td>
<td>0150 0550 0950 1350 1750 2150</td>
</tr>
<tr>
<td>(d)</td>
<td>Porto Novo</td>
<td>O</td>
<td>0220 0620 1020 1420 1820 2220</td>
</tr>
<tr>
<td>(e)</td>
<td>Vakalpudi</td>
<td>Q</td>
<td>0240 0640 1040 1440 1840 2240</td>
</tr>
<tr>
<td>(f)</td>
<td>Balasore</td>
<td>S</td>
<td>0300 0700 1100 1500 1900 2300</td>
</tr>
<tr>
<td>(g)</td>
<td>Keating Point</td>
<td>V</td>
<td>0330 0730 1130 1530 1930 2330</td>
</tr>
</tbody>
</table>

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 up to 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, 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, There 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-Shevah harbour irrespective of size.

5. **GAGAN SYSTEM COMMISSIONED FOR OPERATIONS**

The GAGAN System is now commissioned for safety of life, civil aviation, and en-route operations in addition to all other non-aviation applications. The GAGAN signal is being broadcasted through GSAT-8 and GSAT-10 with PRN 127 & 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, Irridum 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/ Irridum 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, Irridum and other such sets in pre arrival notification on security (PANS).

The unauthorized holders of Thuraya/ Irridum 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.
<table>
<thead>
<tr>
<th>Company Name</th>
<th>Address</th>
<th>Contact Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>OSA Books and Periodicals</td>
<td>R-246, Greater Kailash - I, New Delhi - 110 048</td>
<td>Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a></td>
</tr>
<tr>
<td>M/s VDO Marine Insrtuments</td>
<td>Shanghai Building, PO Bag No – 645, 45/271, Corner of Bristow &amp; Naval Road, Willingdon Island, Kochi – 682 003</td>
<td>Tel: +91 484 2667157 Fax: +91 484 2667121 Email: <a href="mailto:atmain@md4.vsnl.net.in">atmain@md4.vsnl.net.in</a></td>
</tr>
<tr>
<td>M/s Global Charts &amp; Nav. Aids Pvt. Limited</td>
<td>1A, Goa Mansion, Ground Floor, 58, Dr. SunderlalBahl Path (Goa Street), Fort, Mumbai - 400 001</td>
<td>Tel: 91-22-22626318, 22626380 Fax: 91-22-22621488 Email: <a href="mailto:sales@globalcharts.in">sales@globalcharts.in</a> Web: <a href="http://www.globalcharts.com.sg">www.globalcharts.com.sg</a></td>
</tr>
<tr>
<td>SMS Marine Private Ltd</td>
<td>505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614</td>
<td>Tel: +91 674-2550599 Fax: +91-674-2551899 Cell:- +91-9337477799, 7077702499 Email: <a href="mailto:tusarkantha@gmiindia.in">tusarkantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a></td>
</tr>
<tr>
<td>M/s C &amp; C Marine Combine</td>
<td>25 Bank Street, 1st Floor, Fort Mumbai - 400 023</td>
<td>Tel: 91-22-22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: <a href="mailto:vijay@ccmarine.in">vijay@ccmarine.in</a>, <a href="mailto:sales@ccmarine.in">sales@ccmarine.in</a></td>
</tr>
<tr>
<td>M/s JM Maritime Services</td>
<td>24/24C Kavarana Building, Ground Floor, WadiBunder, P.D. Mellow Road, Mumbai – 400 009</td>
<td>Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> , <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a></td>
</tr>
<tr>
<td>M/s Lift o Marine</td>
<td>Allen’s Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140</td>
<td>Tel: +91 9836972027 Fax: 033 24924283 Email: sankar@<a href="mailto:liftomarine.org.liftomarine77@gmail.com">liftomarine.org.liftomarine77@gmail.com</a> Web: <a href="http://www.liftomarine.org">www.liftomarine.org</a></td>
</tr>
<tr>
<td>M/s Zenith Surveys (I) Pvt. Ltd.</td>
<td>Lakhani’sPlam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706</td>
<td>Tel/ Fax: +91-22- 27708011 Email: <a href="mailto:zenithsurveys703@gmail.com">zenithsurveys703@gmail.com</a> <a href="mailto:nvymane@yahoo.com">nvymane@yahoo.com</a> Web: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a></td>
</tr>
<tr>
<td>IIC Technologies Limited</td>
<td>8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana</td>
<td>Tel: +91 40 3914444 Fax: +91 40 39144455 Email: <a href="mailto:somnath.marthi@iicttechnologies.com">somnath.marthi@iicttechnologies.com</a> <a href="mailto:sanjeev.sharma@iicttechnologies.com">sanjeev.sharma@iicttechnologies.com</a> Web: <a href="http://www.iicttechnologies.com">www.iicttechnologies.com</a></td>
</tr>
<tr>
<td>L. R. Marine Services</td>
<td>301, 3rd Floor, Birya House, 265, PerinNariman Street, Fort, Mumbai – 400 001</td>
<td>Cell No: +91 8108926880/ +91 98214 60258 Email: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a>, <a href="mailto:lrmarine@live.com">lrmarine@live.com</a></td>
</tr>
<tr>
<td>M/s Global Marine Infratech Pvt. Ltd.</td>
<td>SikshaSandan, Ground Floor, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015</td>
<td>Tel: +91-674-2550599 Fax: +91-674-2551899 Cell:- +91-9337477799, 7077702499 Email: <a href="mailto:tusarkantha@gmiindia.in">tusarkantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a></td>
</tr>
<tr>
<td>M/s JM Maritime Services</td>
<td>24/24C Kavarana Building, Ground Floor, WadiBunder, P.D. Mellow Road, Mumbai – 400 009</td>
<td>Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : <a href="mailto:jmms@mtnl.net.in">jmms@mtnl.net.in</a> , <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a></td>
</tr>
<tr>
<td>M/s Lift o Marine</td>
<td>Allen’s Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140</td>
<td>Tel: +91 9836972027 Fax: 033 24924283 Email: sankar@<a href="mailto:liftomarine.org.liftomarine77@gmail.com">liftomarine.org.liftomarine77@gmail.com</a> Web: <a href="http://www.liftomarine.org">www.liftomarine.org</a></td>
</tr>
<tr>
<td>M/s Zenith Surveys (I) Pvt. Ltd.</td>
<td>Lakhani’sPlam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706</td>
<td>Tel/ Fax: +91-22- 27708011 Email: <a href="mailto:zenithsurveys703@gmail.com">zenithsurveys703@gmail.com</a> <a href="mailto:nvymane@yahoo.com">nvymane@yahoo.com</a> Web: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a></td>
</tr>
</tbody>
</table>
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 Apr 19:

<table>
<thead>
<tr>
<th>SERIES</th>
<th>MSG Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>394 685 762 814 866</td>
</tr>
<tr>
<td>2018</td>
<td>222 312 375 428 471 567 661 758 818</td>
</tr>
<tr>
<td>2019</td>
<td>024 088 115 121 129 169 199 209 220 231 234 250 259 270 271 274 275 282 287 289 302 305 308 310 311 315 316 317 318 322 323 325 328 329 330 331 332 333 334 335</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>MSG No.</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>278</td>
<td>Cancel NAVAREA VIII MSG 255/19 and this MSG.</td>
</tr>
<tr>
<td>279</td>
<td><strong>India West Coast – off Ratnagiri.</strong> Charts IN 256 293 (INT 7022). Firing by NAVAL ships scheduled on 06 Apr 19 from 0030 to 1030 UTC in danger area bounded by 16-39N 071-35E, 16-05N 071-18E, 16-23N 072-10E, 15-45N 071-52E.</td>
</tr>
<tr>
<td>280</td>
<td><strong>India West Coast – Okha.</strong> Charts IN 271 2068 INT 7319. Firing by Naval coast battery scheduled on 05 Apr 19 from 0530 to 0730 UTC in danger sector extending upto 12 nm within bearing 300 to 020 from 22-28.75N 069-04.05E.</td>
</tr>
<tr>
<td>283</td>
<td><strong>India West Coast - off Mormugao.</strong> Charts IN 257 293 (INT 7022). Firing by Naval ships scheduled from 061630 to 091830 UTC Apr 19 in danger area bounded by 14-15N 072-52E, 14-20N 071-52E, 15-30N 071-48E, 15-09N 072-44E, 15-17N 072-21E.</td>
</tr>
<tr>
<td>284</td>
<td><strong>India West Coast. Charts IN 251 254 255 292 INT 71. Rig list:-</strong></td>
</tr>
<tr>
<td></td>
<td>ACTINIA 19-26.69N 070-58.52E</td>
</tr>
<tr>
<td></td>
<td>DEEP SEA MATDRILL 19-39.98N 071-35.75E</td>
</tr>
<tr>
<td></td>
<td>GREAT DRILL CHAAAYA 18-37.24N 072-14.94E</td>
</tr>
<tr>
<td></td>
<td>GREAT DRILL CHAARU 19-13.97N 072-12.32E</td>
</tr>
<tr>
<td></td>
<td>GREAT DRILL CHETNA 22-49.35N 068-24.86E</td>
</tr>
<tr>
<td></td>
<td>GREAT DRILL CHITRA 19-22.58N 071-00.85E DEMOBILISED</td>
</tr>
<tr>
<td></td>
<td>HARVEY H WARD 18-56.59N 071-38.49E</td>
</tr>
<tr>
<td></td>
<td>JINDAL STAR 20-14.88N 071-57.76E</td>
</tr>
<tr>
<td></td>
<td>JINDAL SUPREME 19-14.58N 072-14.66E</td>
</tr>
<tr>
<td></td>
<td>JT ANGEL 19-14.98N 071-28.43E</td>
</tr>
<tr>
<td></td>
<td>SAGAR GAURAV 19-35.93N 070-57.18E</td>
</tr>
<tr>
<td></td>
<td>SAGAR KIRAN 18-47.39N 072-30.66E</td>
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<td></td>
<td>SAGAR SHAKTI 20-22.31N 072-18.69E</td>
</tr>
<tr>
<td></td>
<td>SAGAR UDAY 19-08.42N 070-53.87E</td>
</tr>
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<td>TRIDENT II 19-19.47N 071-12.06E</td>
</tr>
<tr>
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<td>TRIDENT XII 18-44.96N 072-20.01E</td>
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<tr>
<td></td>
<td>VALIANT DRILLER 20-23.60N 071-21.13E</td>
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<tr>
<td></td>
<td>VICTORY DRILLER 19-10.61N 070-57.72E</td>
</tr>
<tr>
<td></td>
<td>VIRTUE-I 19-15.20N 072-02.17E</td>
</tr>
<tr>
<td></td>
<td>VIVEKANANDA1 20-08.71N 071-44.94E</td>
</tr>
<tr>
<td></td>
<td>VIVEKANANDA2 19-11.05N 072-11.20E</td>
</tr>
</tbody>
</table>
Continued.
2. Wide berth requested.

### 285. Cancel NAVAREA VIII MSG 203/19 And This MSG. INTM Section VII Of EDN 06/19 refers.

#### 286. India West Coast – Mumbai.
Charts IN 211 255 (INT 7334) 2016. Firing by Naval Coast Batteries at middle ground, oyster rock scheduled on 03 and 04 Apr 19 from 0400 to 0830 UTC in danger areas bounded by:

- (A) 18-54.65N 072-50.58E, 18-50N 072-54.5E, 18-54.5N 072-54.5E, 18-55.17N 072-50.58E, 18-50N 072-54.5E, 18-48N 072-52E, 18-54.08N 072-49.8E. Wide berth from areas advised.

1. Cancel this MSG 040930 UTC Apr 19.

#### 287. Bay Of Bengal - off Myanmar.
Chart BA 818 (INT 7433). Buoy (18-21.6N 94-20.6E) missing.

1. Cancel NAVAREA VIII MSG 263/19. INTM section VII of EDN 07/19 refers.

Rig list:-

- ACTINIA: 19-26.69N 070-58.52E
- DEEP SEA MATDRILL: 19-39.98N 071-35.75E
- GREAT DRILL CHAAYA: 18-37.24N 072-14.94E
- GREAT DRILL CHAARU: 19-13.97N 072-12.32E
- GREAT DRILL CHETNA: 22-49.35N 068-24.86E
- HARVEY H WARD: 18-56.59N 071-38.49E
- JINDAL STAR: 20-14.88N 071-57.76E
- JINDAL SUPREME: 19-14.58N 072-14.66E
- JT ANGEL: 19-14.98N 071-28.43E
- SAGAR GAURAV: 19-35.93N 070-57.18E
- SAGAR KIRAN: 18-47.39N 072-30.66E
- SAGAR RATNA: 19-07.35N 072-06.45E NEW
- SAGAR SHAKTI: 20-22.31N 072-18.69E
- SAGAR UDAY: 19-08.42N 070-53.87E
- TRIDENT II: 19-26.84N 071-15.46E NEW
- TRIDENT XII: 18-44.96N 072-20.01E
- VALIANT DRILLER: 20-23.60N 071-21.13E
- VICTORY DRILLER: 19-10.61N 070-57.72E
- VIRTUE-I: 19-15.20N 072-02.17E
- VIVEKANANDA1: 20-08.71N 071-44.94E
- VIVEKANANDA2: 19-11.05N 072-11.20E

2. Wide berth requested.
3. Cancel NAVAREA VIII MSG 284/19.


#### 290. India East Coast – off Nagappattinam.
Chart IN 358 (INT 7394). SLFV Sudu Puthal reported adrift 10-17N 080-28E at 020630 UTC Apr 19.

1. Cancel THIS MSG 060630 UTC Apr 19.

#### 291. India West Coast - off Trivandrum.
Charts IN 222 223 INT 752. Rocket launch from Thumba (08-31.98 N 76-52.05E) scheduled on 08 Apr 19 from 1000 to 1200 UTC.

1. 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.

2. Wide berth from areas advised.
3. Cancel this MSG 081300 UTC Apr 19.

#### 292. India East Coast. Charts IN 355 (INT 7405).
Rig list:-

- ABAN II: 16-39.01N 082-22.73E
- DEEP DRILLER8: 16-40.09N 082-25.43E
- DDK1: 16-09.53N 082-35.82E
- ESSAR WILDCAT: 16-18.41N 082-12.33E
- SSV LOUISIANA: 16-19.56N 082-21.06E
- OLINDA STAR: 16-19.38N 082-16.53E
- DSR PLATINUM EXPLORER: 16-17.74N 082-22.73E
- WEST TELESTO: 17-01.00N 082-25.00E DEMOBILISED

2. Wide berth requested.
3. Cancel NAVAREA VIII MSG 246/19.

#### 293. Cancel NAVAREA VIII MSG 262/19 and this MSG.

#### 294. India West Coast. Charts IN 251 254 255 292 INT 71.
Rig list:-

- ACTINIA: 19-26.69N 070-58.52E
- DEEP SEA MATDRILL: 19-39.98N 071-35.75E
- GREAT DRILL CHAAYA: 18-37.24N 072-14.94E
- GREAT DRILL CHAARU: 19-13.97N 072-12.32E
### 294. Continued.

<table>
<thead>
<tr>
<th>Vessel Name</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>GREAT DRILL CHETNA</td>
<td>22-49.35N</td>
<td>068-24.86E</td>
</tr>
<tr>
<td>HARVEY H WARD</td>
<td>18-56.59N</td>
<td>071-38.49E</td>
</tr>
<tr>
<td>JINDAL STAR</td>
<td>20-14.88N</td>
<td>071-57.76E</td>
</tr>
<tr>
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<td>072-14.66E</td>
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<tr>
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<td>070-57.18E</td>
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<tr>
<td>SAGAR RATNA</td>
<td>19-07.35N</td>
<td>072-06.45E</td>
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<td>20-22.31N</td>
<td>072-18.69E</td>
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<td>SAGAR UDAY</td>
<td>19-08.42N</td>
<td>070-53.87E</td>
</tr>
<tr>
<td>TRIDENT II</td>
<td>19-26.84N</td>
<td>071-15.46E</td>
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<td>072-20.01E</td>
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<td>071-21.13E</td>
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<td>VICTORY DRILLER</td>
<td>19-10.61N</td>
<td>070-57.72E</td>
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<tr>
<td>VIRTUE-I</td>
<td>19-15.20N</td>
<td>072-02.17E</td>
</tr>
<tr>
<td>VIVEKANANDA1</td>
<td>20-08.71N</td>
<td>071-44.94E</td>
</tr>
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<td>VIVEKANANDA2</td>
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<td>072-11.20E</td>
</tr>
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<td>SAGAR GAURAV</td>
<td>19-35.93N</td>
<td>070-57.18E</td>
</tr>
<tr>
<td>SAGAR KIRAN</td>
<td>18-47.39N</td>
<td>072-30.66E</td>
</tr>
<tr>
<td>SAGAR RATNA</td>
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<td>VIRTUE-I</td>
<td>19-15.20N</td>
<td>072-02.17E</td>
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<tr>
<td>VIVEKANANDA1</td>
<td>20-08.71N</td>
<td>071-44.94E</td>
</tr>
<tr>
<td>VIVEKANANDA2</td>
<td>19-11.05N</td>
<td>072-11.20E</td>
</tr>
</tbody>
</table>

2. Wide berth requested.

### 295. Cancel NAVAREA VIII MSG 279/19, 283 and this MSG.

### 296. India East Coast – Off Nagappattinam.
Chart IN 357 (INT 7397). Slfv Sudu Puthal reported adrift 11-04N 080-03E at 030230 UTC Apr 19.
2. Cancel NAVAREA VIII MSG 290/19 and this MSG 060230 UTC Apr 19.

### 297. India West Coast – Off Porbandar.
Charts IN 204 205 252 (INT 7325). Firing from Kathiawar range scheduled daily from 05 to 08 Apr 19 from 0001 to 2359 UTC in danger area bounded by 22-12N 068-36.33E, 21-15.5N 069-04E, 21-09N 069-40E, 21-15.5N 069-42.5E, 22-05.75N 068-49E.
2. Cancel this MSG 090100 UTC Apr 19.

### 298. India West Coast - Gulf Of Kachchh.
Charts IN 203 (INT 7319) 2068. Salaya channel buoys Chandri, Tilburn unlit, fairway buoy (22-30N 069-31E) missing and new North Cardinal buoy (22-34N 069-18E) retrieved.
2. Cancel NAVAREA VIII MSG 767/18.

### 299. Cancel NAVAREA VIII MSG 206/19, 296 and this MSG.

### 300. India East Coast. Charts IN 355 (INT 7405). Rig list:-
- **ABAN II** 16-39.01N 082-22.73E
- **DEEP DRILLER8** 16-40.09N 082-25.43E
- **DDKG1** 16-10.24N 082-34.90E NEW
- **ESSAR WILDCAT** 16-18.41N 082-12.33E
- **SSV LOUISIANA** 16-19.56N 082-21.06E
- **OLINDA STAR** 16-19.38N 082-16.53E
- **DSR PLATINUM EXPLORER** 16-17.74N 082-22.73E
2. Wide berth requested.

### 301. South Bay of Bengal. Charts 33 (INT 755). SLFV Nadeesha reported adrift 06-20N 087-15E at 041250 UTC Apr 19.
2. Cancel this MSG 071250 UTC Apr 19.

### 302. Andaman Sea – off Barren. Charts IN 41 473 (INT 7031). Firing by CG Aircraft scheduled on 11, 12, 17, 18 Apr 19 from 0430 to 0930 UTC in danger area bounded by 11-50N to 12-00N and 093-40E to 094-10E. Wide berth from area advised.
2. Cancel this MSG 181030 UTC Apr 19.

### 303. India East Coast – off Gopalpur. Charts IN 352 353 (INT 7413). Army Air Defence firing and BPTA flight scheduled on 09, 10, 11, 12, Apr 19 from 0130-0830 and 0930-1430 UTC in danger area bounded by (A) 19-14.6N 084-53.7E (B) 19-07.39N 085-35.94E (C) 18-33.61N 084-53.74E and arc of 40 nm radius joining point B and C. Wide berth from area advised.
2. Cancel this MSG 121530 UTC Apr 19.

### 304. India East Coast – Off Chennai. Charts IN 356 (INT 7400). Firing by CG Aircraft scheduled from 09, 10, 11 Apr 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.
2. Cancel this MSG 111230 UTC Apr 19.

2. Cancel this MSG 261830 UTC Apr 19.

### 306. NAVAREA VIII warnings in force as on 05 Apr 2019:-
306. Continued.

2017 SERIES – 394 685 762 814 866
2018 SERIES – 222 312 375 428 471 567 661 758 818 866
2019 SERIES – 024 071 088 115 121 129 169 171 199 200 209 231 234 239 240 241
250 259 261 270 271 273 274 275 281 282 287 289 291 294 297 298 300 301 302 303
304 305

(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.

1. Cancel this MSG 121830 UTC Apr 19.


2. Cancel this MSG 131930 UTC Apr 19.

308. India West Coast – off Mumbai.

3. Cancel NAVAREA VIII MSG 273/19 and this MSG.

309. Cancel NAVAREA VIII MSG 273/19 and this MSG.


2. Cancel this MSG 241830 UTC May 19.


2. Cancel NAVAREA VIII MSG 240/19.

312. India West Coast. Charts IN 251 254 255 292 INT 71. Rig list:-

ACTINIA 19-26.69N 070-58.52E
DEEP SEA MATDRILL 19-39.98N 071-35.75E
GREAT DRILL CHAAYA 18-37.24N 072-14.94E
GREAT DRILL CHAARU 19-13.97N 072-12.32E
GREAT DRILL CHETNA 22-49.35N 068-24.86E
HARVEY H WARD 18-56.59N 071-38.49E
JINDAL SUPREME 19-14.58N 072-14.66E
JT ANGEL 19-14.98N 071-28.43E
SAGAR GAURAV 19-35.93N 070-57.18E
SAGAR KIRAN 18-47.39N 072-30.66E
SAGAR RATNA 19-07.35N 072-06.45E
SAGAR SHAKTI 20-22.31N 072-18.69E
SAGAR UDAY 19-08.42N 070-53.87E
TRIDENT II 19-26.84N 071-15.46E
TRIDENT XII 18-44.96N 072-20.01E
VALIANT DRILLER 18-44.08N 072-18.48E NEW
VICTORY DRILLER 19-10.61N 070-57.72E
VIRTUE-I 19-15.20N 072-02.17E
VIVEKANANDA1 20-08.71N 071-44.94E
VIVEKANANDA2 19-11.05N 072-11.20E

2. Wide berth requested.


313. India West Coast – off Porbandar. Charts IN 204 205 252 (INT 7325). Firing from Kathiawar range scheduled ON 10 Apr 19 from 0001 to 2359 UTC in danger area bounded by 22-12N 068-33.3E, 21-15.5N 069-04E, 21-15.5N 069-40E, 21-15.5N 069-42.5E, 22-05.5N 068-49E.

2. Cancel this MSG 110100 UTC Apr 19.


2. Cancel this MSG 161030 UTC Apr 19.


2. Cancel this MSG 261830 UTC Apr 19.

316. Continued.
2. Cancel this MSG 301830 UTC Apr 19.


318. India West Coast – off Malwan. Charts IN 213 INT 7340. FV Shiv Raksha reported sunk in vicinity of 16-10N 073-18E.
2. Wide berth advised.

319. India West Coast – Gulf of Khambhat. Charts IN 207 INT 7331. Narmada Channel buoys 4, 8 relaid, 9 retrieved and 7 shifted to 20-56N 072-09.4E.
2. Cancel NAVAREA VIII MSG 071/19.

320. South Central Bay of Bengal. Chart IN 33(INT 755). SLFV Sandeepani reported adrift 10-08N 086-50E at 110330 UTC Apr 19.
2. Cancel this MSG 140330 UTC Apr 19.

321. Cancel NAVAREA VIII MSG 826/18 and this MSG.

2. Following reported by INS Jamuna:-
   (A) Channel port buoys 22-30.49N 069-05.42E(FL R 4S), 22-29.49N 069-05.66E(FL R 4S) and stbd buoys 22-29.33N 069-05.37E(FL G 4S), 22-29.12N 069-05.39E(FL G 4S) laid.
   (B) Pillar LT (22-26.9N 069-04.4E) unlit.
   (C) Stbd and port buoys-1 missing.

2. Vessel towing 10 streamers of 6 km with yellow tail buoy FL 2S. Wide berth of 8 nm ahead and 2 nm ASTERN requested.
3. Cancel NAVAREA VIII MSG 281/19 and this MSG 241830 UTC Apr 19.

324. Cancel NAVAREA VIII MSG 200/19 and this MSG. INTM 081(T)/19 refers.

325. NAVAREA VIII Warnings In Force As On 05 Apr 2019:-
   2017 SERIES – 394 685 762 814 866
   2018 SERIES - 222 312 375 428 471 567 661 758 818
   (A) NAVAREA VIII Warnings Less Than 42 Days Promulgated Via Satenet.
   (B) Text Of NAVAREA Viii Warnings Inforce Including Those Which No Longer Broadcast Available In www.Hydrobharat.Gov.In
2. Cancel This MSG 191830 UTC Apr 19.

2. Cancel NAVAREA VIII MSG 320/19 and this MSG 150315 UTC Apr 19.

2. Cancel NAVAREA VIII MSG 319/19.

328. India West Coast – off Porbandar. Charts IN 205 INT 7325. FV Prabhu Sagar reported sunk 21-11.58N 069-31.65E.


2. Cancel NAVAREA VIII MSG 327/19.

331. India East Coast. Charts IN 355 (INT 7405). Rig list:-
   ABAN II 16-39.01N 082-22.73E
   DEEP DRILLER8 16-40.09N 082-25.43E
   DDKG1 16-10.24N 082-34.90E
   ESSAR WILDCAT 16-18.41N 082-12.33E
   SSV LOUISIANA 16-19.56N 082-21.06E
   OLINDA STAR 16-19.21N 082-16.33E NEW
   DSR PLATINUM EXPLORER 16-17.74N 082-22.73E
2. Wide berth requested.
3. Cancel NAVAREA VIII MSG 300/19.

332. India West Coast. Charts IN 251 254 255 292 INT 71. Rig list:-
   ACTINIA 19-26.69N 070-58.52E
   DEEP SEA MATDRILL 19-39.98N 071-35.75E
   GREAT DRILL CHAAYA 18-41.51N 072-21.21E NEW
   GREAT DRILL CHAARU 19-13.97N 072-12.32E
### 332. Continued.

<table>
<thead>
<tr>
<th>Vessel Name</th>
<th>Latitude/Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>GREAT DRILL CHETNA</td>
<td>22-49.35N 068-24.86E</td>
</tr>
<tr>
<td>HARVEY H WARD</td>
<td>18-56.59N 071-38.49E</td>
</tr>
<tr>
<td>JINDAL SUPREME</td>
<td>19-14.58N 072-14.66E</td>
</tr>
<tr>
<td>JT ANGEL</td>
<td>19-14.98N 071-28.43E</td>
</tr>
<tr>
<td>SAGAR GAURAV</td>
<td>19-35.93N 070-57.18E</td>
</tr>
<tr>
<td>SAGAR KIRAN</td>
<td>18-47.39N 072-30.66E</td>
</tr>
<tr>
<td>SAGAR RATNA</td>
<td>19-07.35N 072-06.45E</td>
</tr>
<tr>
<td>SAGAR SHAKTI</td>
<td>20-22.31N 072-18.69E</td>
</tr>
<tr>
<td>SAGAR UDAY</td>
<td>19-08.42N 070-53.87E</td>
</tr>
<tr>
<td>TRIDENT II</td>
<td>19-26.84N 071-15.46E</td>
</tr>
<tr>
<td>TRIDENT XII</td>
<td>18-44.96N 072-20.01E</td>
</tr>
<tr>
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<td>18-44.08N 072-18.48E</td>
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<td>19-10.61N 070-57.72E</td>
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</tr>
<tr>
<td>VIVEKANANDA1</td>
<td>20-08.71N 071-44.94E</td>
</tr>
<tr>
<td>VIVEKANANDA2</td>
<td>19-11.05N 072-11.20E</td>
</tr>
</tbody>
</table>

2. Wide berth requested.

3. Cancel NAVAREA VIII MSG 312/19.

### 333. Cancel NAVAREA VIII MSG 314/19 and this MSG.

#### 334. Bay Of Bengal - off Chittagong.
Charts IN 31 (INT 756). Firing by Naval ships scheduled from 162300-170100 UTC Apr 19 in danger area bounded within 20-34N to 20-58N and 089-34E to 089-54E. Wide berth from area advised.

2. Cancel this MSG 170200 UTC Apr 19.

#### 335. India West Coast- off Jakhau.
Charts IN 2005 INT 7318. Barge Velim reported sunk in vicinity of 23-08.5N 068-28.9E on 15 Apr 19. 01 Crew missing.

2. Wide berth advised.
Article 7.276, Insert after para 1

2 Anchorage may be obtained in area centred in position 18°55.95' N, 072°54.24'E with radius of 350m and maintained depth 11.2m.
### SECTION – VII
**CORRECTIONS TO LIST OF LIGHTS**

<table>
<thead>
<tr>
<th>No</th>
<th>Name &amp; Location</th>
<th>Position (Lat-Long)</th>
<th>Characteristics</th>
<th>Ht. (mts)</th>
<th>Range (miles)</th>
<th>Structure &amp; Height (mts)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>D7088.5</td>
<td>- Ldg Lts 354°. Front (FR)</td>
<td>21 20.75 S 55 28.64 E</td>
<td>Q W</td>
<td>8</td>
<td>5</td>
<td>White, black stripes</td>
<td></td>
</tr>
<tr>
<td>D7088.51</td>
<td>- Rear. 100m from front (FR)</td>
<td>21 20.70 S 55 28.64 E</td>
<td>Q W</td>
<td>13</td>
<td>5</td>
<td>White tower, black stripes</td>
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<tr>
<td>D7400.86</td>
<td>- Bahrain. LNG Terminal</td>
<td>26 13.83 N 50 44.94 E</td>
<td>Mo(U)R</td>
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<td>D7400.88</td>
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<td>Mo(U)R</td>
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<td>10</td>
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<tr>
<td>D7400.89</td>
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<td>Mo(U)R</td>
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<tr>
<td>F0715</td>
<td>Anjengo</td>
<td>08 39.81 N 76 45.86 E</td>
<td>Fl(2)W 20s</td>
<td>38</td>
<td>19</td>
<td>White round concrete tower, black bands</td>
<td></td>
</tr>
<tr>
<td>F1690.725</td>
<td>- Pulau Semakau. Semakau Beacon. Dir Lt 017° (SHELL)</td>
<td>01 12.59 N 103 46.66 E</td>
<td>Dir F WRG</td>
<td>15</td>
<td>13</td>
<td>On top of Refuse Building</td>
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<tr>
<td>F1718.7</td>
<td>- Outer Shoal</td>
<td>01 15.01 N 103 51.80 E</td>
<td>Fl G 5s</td>
<td>8</td>
<td>5</td>
<td>Green buoyant beacon with topmark</td>
<td></td>
</tr>
</tbody>
</table>

**BAHRAIN. PORT OF MINA. SALMAN**

<table>
<thead>
<tr>
<th>No</th>
<th>Name &amp; Location</th>
<th>Position (Lat-Long)</th>
<th>Characteristics</th>
<th>Ht. (mts)</th>
<th>Range (miles)</th>
<th>Structure &amp; Height (mts)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>F0715</td>
<td>Anjengo</td>
<td>08 39.81 N 76 45.86 E</td>
<td>Fl(2)W 20s</td>
<td>38</td>
<td>19</td>
<td>White round concrete tower, black bands</td>
<td></td>
</tr>
<tr>
<td>F1690.725</td>
<td>- Pulau Semakau. Semakau Beacon. Dir Lt 017° (SHELL)</td>
<td>01 12.59 N 103 46.66 E</td>
<td>Dir F WRG</td>
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<td>13</td>
<td>On top of Refuse Building</td>
<td></td>
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<tr>
<td>F1718.7</td>
<td>- Outer Shoal</td>
<td>01 15.01 N 103 51.80 E</td>
<td>Fl G 5s</td>
<td>8</td>
<td>5</td>
<td>Green buoyant beacon with topmark</td>
<td></td>
</tr>
</tbody>
</table>

**TE: Replaced by green lateral light-buoy Fl G 5s close NW (T) 2019**
8.1

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2014
(Last correction: Edition No. 15 dated 01 Aug 2018)
NIL

INP 31(2), 2014
(Last correction: Edition No.07 dated 01 Apr 2019)
NIL

NP 31(5), 2017
( Last correction: Edition No. 23 dated 1 Dec 2018)
NIL

INP 31(6), 2012
(Last correction: Edition No. 04 dated 16 Feb 2019)
NIL
9.1

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. ENC. 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

<table>
<thead>
<tr>
<th>Date</th>
<th>Ref. Number</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name of the Ship or Sender</th>
<th>Address</th>
<th>Tel/FAX/E-mail address</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<table>
<thead>
<tr>
<th>Observation Date</th>
<th>Time (UTC/IST)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<table>
<thead>
<tr>
<th>Object of Changes Observed (Tick appropriate)</th>
<th>Bathymetry</th>
<th>Nav. Dangers</th>
<th>Nav. aids</th>
</tr>
</thead>
<tbody>
<tr>
<td>Designated Areas</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Others</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Geographical Position (See Instructions Overleaf)</th>
<th>Latitude</th>
<th>Longitude</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<table>
<thead>
<tr>
<th>Position Method</th>
<th>DGPS</th>
<th>GPS</th>
<th>Radar</th>
<th>Others</th>
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</thead>
<tbody>
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</table>

<table>
<thead>
<tr>
<th>Datum Used</th>
<th>WGS84</th>
<th>Everest</th>
<th>Others</th>
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<tbody>
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<td></td>
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</table>

<table>
<thead>
<tr>
<th>Charts Affected</th>
<th>Edition</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

| Latest Edition of Indian Notices to Mariners Held | |
|---------------------------------------------------| |

| Tracing/Plot/Photograph if enclosed | |
|-------------------------------------| |

| ENCs Affected | |
|---------------| |

| Latest Update Disk Held | |
|-------------------------| |

<table>
<thead>
<tr>
<th>Publication Affected</th>
<th>Edition</th>
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</thead>
<tbody>
<tr>
<td></td>
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</table>

| 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)

<table>
<thead>
<tr>
<th>Date</th>
<th>Ref. No.</th>
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<table>
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<tr>
<th>Name of the Ship or Sender</th>
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<table>
<thead>
<tr>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tel/Fax/E-mail</th>
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<tbody>
<tr>
<td></td>
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#### 1. NAME OF PORT

<table>
<thead>
<tr>
<th>Location</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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#### 2. GENERAL REMARKS

<table>
<thead>
<tr>
<th>Principal activities and trade</th>
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<tbody>
<tr>
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<table>
<thead>
<tr>
<th>Number of ships and tonnage handled per year</th>
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</thead>
<tbody>
<tr>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Maximum size of draught of vessel handled</th>
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</thead>
<tbody>
<tr>
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<table>
<thead>
<tr>
<th>Copy of Port handbook (if available)</th>
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<tbody>
<tr>
<td></td>
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</tbody>
</table>

#### 3. ANCHORAGES

<table>
<thead>
<tr>
<th>Type / Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Minimum depth at anchorage</th>
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<tbody>
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<table>
<thead>
<tr>
<th>Shelter afforded</th>
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<tbody>
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<table>
<thead>
<tr>
<th>Holding ground</th>
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<tbody>
<tr>
<td></td>
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<table>
<thead>
<tr>
<th>Recommended pilotage to the anchorage</th>
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</thead>
<tbody>
<tr>
<td></td>
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</table>

#### 4. PILOTAGE

<table>
<thead>
<tr>
<th>Authority for request</th>
</tr>
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<td></td>
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<tr>
<th>Embarkation position</th>
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<table>
<thead>
<tr>
<th>Regulations</th>
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<table>
<thead>
<tr>
<th>Documents to be provided</th>
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<tbody>
<tr>
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<table>
<thead>
<tr>
<th>Recommended pilotage to approach of Harbour and Berths</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Information on VTMS</th>
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<tbody>
<tr>
<td></td>
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</table>

#### 5. DIRECTIONS

<table>
<thead>
<tr>
<th>Entry and Berthing Information</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Tides (Height)</th>
</tr>
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<tbody>
<tr>
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</table>

<table>
<thead>
<tr>
<th>Tidal Stream Information</th>
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<tbody>
<tr>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Wind Speed and Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Navigational Aids (Beacons / Buoys / Lights / Etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

#### 6. POLLUTION CONTROL

<table>
<thead>
<tr>
<th>Local regulation in force (If Any)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

#### 7. TUGS

<table>
<thead>
<tr>
<th>Number available / Tug type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maximum HP / Bollard pull</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>
7. TUGS (Continued)

<table>
<thead>
<tr>
<th>Requesting authority</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Availability timing / Communication</td>
<td></td>
</tr>
<tr>
<td>Hiring charges</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Container handling facilities</td>
<td></td>
</tr>
</tbody>
</table>

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

<p>| 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                 |   |</p>
<table>
<thead>
<tr>
<th>14. <strong>RESCUE &amp; DISTRESS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Salvage, Lifeboat, Life guards, etc</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>15. <strong>SUPPLIES</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel (Type, Quantities &amp; Method of delivery)</td>
</tr>
<tr>
<td>Fresh water (Method of delivery and Rate of supply)</td>
</tr>
<tr>
<td>Provisions</td>
</tr>
<tr>
<td>Chart agents</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>16. <strong>COMMUNICATIONS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Road, Rail and Air services available</td>
</tr>
<tr>
<td>Nearest airport or airfield</td>
</tr>
<tr>
<td>Port Radio and Information Service (Frequencies and Operating Hours)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>17. <strong>PORT AUTHORITY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Designation, Address, Telephone, E-mail Address and Website</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>18. <strong>SECURITY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Security of ports / International Ship and Port Facility Security (ISPS) compliance</td>
</tr>
<tr>
<td>Custom and Immigration Regulations in force</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>19. <strong>SMALL CRAFT FACILITIES</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Information and facilities for small craft, yachts visiting the port</td>
</tr>
<tr>
<td>Yacht clubs, berths etc</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>20. <strong>SHORT LEAVE</strong></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>21. <strong>CLUBS RECREATION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Kiosk (Location)</td>
</tr>
<tr>
<td>Foreign Exchange firms / Banks (Within / Near Port Area)</td>
</tr>
<tr>
<td>Places of interest near port</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>22. <strong>VIEWS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Photographs(Duly annotated) of the approaches, leading marks, the entrance to the harbour etc.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>23. <strong>ADDITIONAL DETAILS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Any other information considered to be useful for the mariners</td>
</tr>
</tbody>
</table>

| **SIGNATURE OF THE OBSERVER / REPORTER / MASTER** |
FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC