INDIAN NOTICES TO MARINERS
EDITION NO. 20 DATED 16 OCT 2018
(CONTAINS NOTICES 159 TO 164)

REACH US 24 x 7

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Maritime Safety Information Services
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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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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) Such corrections 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 edition Indian Electronic Navigational Charts that are available for mariners in the market is 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>IN122MCC</td>
<td>22</td>
<td>MUMBAI TO CAPE COMORIN</td>
<td>11-10-2018</td>
</tr>
<tr>
<td>IN53006S</td>
<td>3006</td>
<td>ROYAPUR CROSSING TO KOLKATA DOCKS</td>
<td>11-10-2018</td>
</tr>
</tbody>
</table>

2. 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>IN122MCC</td>
<td>22</td>
<td>MUMBAI TO CAPE COMORIN</td>
<td>30-11-2015</td>
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<tr>
<td>IN53006S</td>
<td>3006</td>
<td>ROYAPUR CROSSING TO KOLKATA DOCKS</td>
<td>10-07-2018</td>
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</tbody>
</table>

3. The forthcoming Indian Charts are as follows:-

<table>
<thead>
<tr>
<th>Chart No</th>
<th>Title</th>
<th>Scale</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>2026</td>
<td>DAMAN ANCHORAGE</td>
<td>25,000</td>
<td>New Chart</td>
</tr>
<tr>
<td>2033 (INT 7341)</td>
<td>SIKKA CREEK</td>
<td>12,500</td>
<td>New Edition</td>
</tr>
<tr>
<td>2079 (INT 7329)</td>
<td>APPROACHES TO MUNDRA PORT</td>
<td>37,500</td>
<td>New Edition</td>
</tr>
<tr>
<td>2083 (INT 7339)</td>
<td>APPROACHES TO SIKKA</td>
<td>37,500</td>
<td>New Chart</td>
</tr>
<tr>
<td>3009 (INT 7407)</td>
<td>RELIANCE TANKER BERTHS</td>
<td>5,000</td>
<td>New Chart</td>
</tr>
<tr>
<td>3042</td>
<td>KAKINADA PORT</td>
<td>10,000</td>
<td>New Chart</td>
</tr>
<tr>
<td>3001 (INT 7402)</td>
<td>KAKINADA ANCHORAGE</td>
<td>25,000</td>
<td>New Chart</td>
</tr>
<tr>
<td>3044</td>
<td>APPROACHES TO KAKINADA</td>
<td>50,000</td>
<td>New Chart</td>
</tr>
<tr>
<td>3009 (INT 7407)</td>
<td>APPROACHES TO CHENNAI</td>
<td>50,000</td>
<td>New Edition</td>
</tr>
<tr>
<td>3044</td>
<td>PUDUCHERRY HARBOUR</td>
<td>7,500</td>
<td>New Chart</td>
</tr>
<tr>
<td>3044</td>
<td>PUDUCHERRY ANCHORAGE</td>
<td>25,000</td>
<td>New Chart</td>
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</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>Nyasakaiveien 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>
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</tbody>
</table>

<table>
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<tr>
<th>M/s Primar</th>
<th>M/s IIC Technologies Limited</th>
</tr>
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<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@iicttechnologies.com">somnath.marthi@iicttechnologies.com</a></td>
</tr>
<tr>
<td>Website: - <a href="http://www.primar.org">www.primar.org</a></td>
<td>Web: <a href="http://www.iicttechnologies.com">www.iicttechnologies.com</a></td>
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SECTION – I

The list of charts affected by the Notices 159 to 164 contained in this edition is as follows:

<table>
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<tr>
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<th>NOTICE NO.</th>
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<td>22 (INT 752)</td>
<td>3</td>
<td>160, 163(T)</td>
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<td>5</td>
<td>163(T)</td>
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<td>206</td>
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<td>209</td>
<td>3</td>
<td>159</td>
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<td>211</td>
<td>3</td>
<td>160</td>
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<tr>
<td>214</td>
<td>3</td>
<td>163(T)</td>
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<td>221</td>
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<td>163(T)</td>
</tr>
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<td>251 (INT 7318)</td>
<td>2</td>
<td>163(T)</td>
</tr>
<tr>
<td>253 (INT 7328)</td>
<td>2</td>
<td>163(T), 164(P)</td>
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<tr>
<td>254 (INT 7331)</td>
<td>3</td>
<td>159</td>
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<td>255 (INT 7334)</td>
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<td>258 (INT 7348)</td>
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<td>259 (INT 7356)</td>
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<td>262 (INT 7365)</td>
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<td>2</td>
<td>159, 160, 163(T), 164(P)</td>
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<td>293 (INT 7022)</td>
<td>3</td>
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<td>317</td>
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<td>2015 (INT 7337)</td>
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<td>2016 (INT 7336)</td>
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<td>2029 (INT 7358)</td>
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<td>2031 (INT 7326)</td>
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<tr>
<td>3016</td>
<td>5</td>
<td>161</td>
</tr>
</tbody>
</table>
SECTION – II

PERMANENT NOTICES

*159 (20/18)  INDIA – WEST COAST – Hazira to Umargaon – Wreck.

Source: CGDHQ-1/DOPO.

Chart 292(INT 7021) [previous update 142/18]
Insert 20° 40´·21N., 72° 42´·81E.

Chart 254 (INT 7331) [previous update 121/18]
Insert 20° 40´·18N., 72° 42´·82E.

Chart 209 [previous update 142/18]
Insert 20° 40´·18N., 72° 42´·82E.

*160 (20/18)  INDIA – WEST COAST – Port of Mumbai – Submarine Cable.

Source: Ocean Science & Surveying Pvt Ltd.

Chart 21 [previous update 140/18]
Insert submarine cable, joining:
18° 56´·19N., 72° 49´·10E.
18° 59´·67N., 72° 42´·73E.
18° 59´·05N., 72° 36´·62E.
18° 59´·47N., 72° 34´·57E.
18° 58´·79N., 72° 29´·31E.
18° 58´·69N., 72° 23´·66E.
18° 57´·84N., 72° 13´·58E.
18° 57´·31N., 72° 05´·78E.
18° 56´·98N., 71° 52´·55E.
18° 56´·66N., 71° 47´·22E.

Chart 22 [previous update 156/18]
Insert submarine cable, joining:
18° 56´·19N., 72° 49´·10E.
18° 59´·67N., 72° 42´·73E.
18° 59´·05N., 72° 36´·62E.
18° 59´·47N., 72° 34´·57E.
18° 58´·79N., 72° 29´·31E.
18° 58´·69N., 72° 23´·66E.
18° 57´·84N., 72° 13´·58E.
18° 57´·31N., 72° 05´·78E.
18° 56´·98N., 71° 52´·55E.
18° 56´·66N., 71° 47´·22E.

Chart 292 (INT 7021) [previous update 159/18]

Insert submarine cable, joining:

18° 56´·19N., 72° 49´·10E.
18° 55´·85N., 72° 47´·56E.
18° 59´·67N., 72° 42´·73E.
18° 59´·05N., 72° 36´·62E.
18° 59´·47N., 72° 34´·57E.
18° 58´·79N., 72° 29´·31E.
18° 58´·69N., 72° 23´·66E.
18° 58´·05N., 72° 18´·05E.
18° 57´·84N., 72° 13´·58E.
18° 57´·31N., 72° 05´·78E.
18° 57´·08N., 71° 58´·91E.
18° 56´·98N., 71° 52´·55E.
18° 56´·66N., 71° 47´·22E.

Chart 293 (INT 7022) [previous update 147/18]

Insert submarine cable, joining:

18° 56´·19N., 72° 49´·10E.
18° 55´·85N., 72° 47´·56E.
18° 59´·67N., 72° 42´·73E.
18° 59´·05N., 72° 36´·62E.
18° 59´·47N., 72° 34´·57E.
18° 58´·79N., 72° 29´·31E.
18° 58´·69N., 72° 23´·66E.
18° 58´·05N., 72° 18´·05E.
18° 57´·84N., 72° 13´·58E.
18° 57´·31N., 72° 05´·78E.
18° 57´·08N., 71° 58´·91E.
18° 56´·98N., 71° 52´·55E.
18° 56´·66N., 71° 47´·22E.

Chart 255 (INT 7334) [NE-15Apr18]

Insert submarine cable, joining:

18° 56´·19N., 72° 49´·10E.
18° 55´·85N., 72° 47´·56E.
18° 56´·87N., 72° 46´·39E.
18° 57´·62N., 72° 45´·55E.
18° 59´·67N., 72° 42´·73E.
18° 59´·64N., 72° 40´·32E.
18° 59´·05N., 72° 36´·62E.
18° 59´·36N., 72° 36´·13E.
18° 59´·15N., 72° 35´·25E.
18° 59´·47N., 72° 34´·57E.
2.3


18° 59´·23N., 72° 30´·00E.
18° 58´·79N., 72° 29´·31E.
18° 58´·52N., 72° 26´·45E.
18° 58´·69N., 72° 23´·66E.
18° 58´·05N., 72° 18´·05E.
18° 57´·84N., 72° 13´·58E.
18° 57´·42N., 72° 08´·91E.
18° 57´·31N., 72° 05´·78E.
18° 57´·08N., 71° 58´·91E.
18° 56´·98N., 71° 52´·55E.
18° 56´·87N., 71° 50´·08E.
18° 56´·66N., 71° 47´·22E.

Chart 211 [previous update 093/18]

Insert submarine cable, , joining:

18° 56´·19N., 72° 49´·10E.
18° 55´·92N., 72° 48´·70E.
18° 55´·81N., 72° 47´·77E.
18° 55´·85N., 72° 47´·56E.
18° 56´·87N., 72° 46´·39E.
18° 57´·02N., 72° 46´·02E.
18° 57´·62N., 72° 45´·55E.
18° 57´·87N., 72° 45´·03E.
18° 59´·67N., 72° 42´·73E.
18° 59´·64N., 72° 40´·32E.
18° 59´·45N., 72° 39´·13E.
18° 59´·05N., 72° 36´·62E.
18° 59´·36N., 72° 36´·13E.
18° 59´·15N., 72° 35´·25E.
18° 59´·47N., 72° 34´·57E.
18° 59´·27N., 72° 31´·20E.
18° 59´·23N., 72° 30´·00E.
18° 58´·79N., 72° 29´·31E.
18° 58´·65N., 72° 28´·83E.
18° 58´·52N., 72° 26´·45E.
18° 58´·69N., 72° 23´·66E.
18° 58´·45N., 72° 23´·09E.
18° 58´·05N., 72° 18´·05E.
18° 57´·84N., 72° 13´·58E.
18° 57´·42N., 72° 08´·00E.(W border)

Chart 2016(INT 7336) [previous update 093/18]

Insert submarine cable, , joining:

18° 56´·19N., 72° 49´·10E.
18° 56´·08N., 72° 48´·95E.
18° 56´·03N., 72° 48´·88E.
18° 55´·96N., 72° 48´·78E.
2.4


18° 55´·92N., 72° 48´·70E.
18° 55´·89N., 72° 48´·61E.
18° 55´·84N., 72° 48´·28E.
18° 55´·81N., 72° 47´·77E.
18° 55´·82N., 72° 47´·66E.
18° 55´·88N., 72° 47´·47E.
18° 56´·87N., 72° 46´·39E.
18° 56´·93N., 72° 46´·15E.
18° 57´·02N., 72° 46´·02E.
18° 57´·62N., 72° 45´·55E.
18° 57´·76N., 72° 45´·37E.
18° 57´·87N., 72° 45´·03E.
18° 59´·45N., 72° 43´·14E.
18° 59´·67N., 72° 42´·73E.
18° 59´·64N., 72° 40´·32E.
18° 59´·05N., 72° 36´·62E.
18° 59´·36N., 72° 36´·13E.
18° 59´·13N., 72° 35´·46E.
18° 59´·15N., 72° 35´·25E.
18° 59´·47N., 72° 34´·57E.
18° 59´·27N., 72° 31´·20E.
18° 59´·31N., 72° 30´·68E.
18° 59´·23N., 72° 30´·00E.
18° 58´·79N., 72° 29´·31E.
18° 58´·71N., 72° 29´·13E.
18° 58´·65N., 72° 28´·83E.
18° 58´·52N., 72° 26´·50E.(W border)

Chart 2015(INT 7337)  [previous update 155/18]

Insert submarine cable,  ~~~~~~~~~~~~~~~~~~~ , joining:

18° 56´·19N., 72° 49´·10E.
18° 56´·14N., 72° 49´·02E.
18° 56´·08N., 72° 48´·95E.
18° 56´·03N., 72° 48´·88E.
18° 55´·96N., 72° 48´·78E.
18° 55´·92N., 72° 48´·70E.
18° 55´·89N., 72° 48´·61E.
18° 55´·84N., 72° 48´·28E.
18° 55´·81N., 72° 47´·91E.
18° 55´·81N., 72° 47´·77E.
18° 55´·82N., 72° 47´·66E.
18° 55´·85N., 72° 47´·55E.(W border)
INDIA – EAST COAST – Approaches to Mandapam – Leading Light and legend.

Source: NHO Dehradun.

**Chart 262 (INT 7365) [previous update 125/18]**

Delete ⚫ F.R.15m 09° 16´·79N., 79° 08´·73E.
Leading line, joining: 09° 16´·50N., 79° 09´·00E.
09° 11´·70N., 79° 10´·80E.
Legend “2 Lts ≠ 338°”, centered on: 09° 12´·80N., 76° 10´·70E.

**Chart 317 [previous update 101/18]**

Delete ⚫ F.R.15m 09° 16´·70N., 79° 08´·81E.
Leading line, joining: 09° 16´·70N., 79° 08´·80E.
09° 11´·78N., 79° 10´·80E.
Legend “2 Lts ≠ 338°00”, centered on: 09° 12´·60N., 76° 10´·60E.

**Chart 3016 [previous update 101/18]**

Delete ⚫ F.R.15m 09° 16´·70N., 79° 08´·81E.
Leading line, joining: 09° 16´·70N., 79° 08´·80E.
09° 11´·78N., 79° 10´·80E.
Legend “2 Lts ≠ 338°00”, centered on: 09° 12´·05N., 76° 10´·72E.

---

**Miscellaneous updates to charts.**

Source: NHO.

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Previous Updates</th>
<th>Details</th>
</tr>
</thead>
</table>
| 2029 (INT 7358) | 129/18 | For reprint chart 2029 (212.18)  
Amend; Read as 0 for 0 in position; 09° 58´·38N., 76° 10´·83E.  
Read as 3 for 3 in position; 09° 58´·07N., 76° 11´·14E. |
| 2031 (INT 7356) | 082/17 | For reprint chart 2031 (227.18)  
Insert; Characteristic “Fl(2).5s.5m” In position; 22° 26´.866N., 69° 04´.368E. |
**SECTION – III**

TEMPORARY AND PRELIMINARY NOTICES

*163 (T) (20/18) INDIA – WEST COAST – Arabian Sea – ADCP Moorings.*

Source: NIO Goa.

1. Underwater Acoustic Doppler Current Profiler (ADCP) mooring deployed by National Institute of Oceanography, Goa in following positions:

<table>
<thead>
<tr>
<th>ADCP Mooring</th>
<th>Positions</th>
<th>Depth (in metres)</th>
<th>Charts affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>OKD11</td>
<td>09° 02’.85N, 75° 26’.05E</td>
<td>142,297,802</td>
<td>22(INT 752) – 259(INT 7356) – 221.</td>
</tr>
</tbody>
</table>

2. All positions referred to WGS 84 datum.

3. Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.

4. Former INM 077(T)/18 is cancelled.

*164 (P) (20/18) INDIA – WEST COAST – Veraval to Diu Head– Construction work.*

Source: Sharpoorji Pallonji Infrastructure Capital Company Pvt Ltd.

1. Construction work is in progress in the area bounded by the following coordinates:

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a)</td>
<td>20° 43’.30N., 070° 44’.88E.</td>
</tr>
<tr>
<td>(b)</td>
<td>20° 41’.60N., 070° 44’.88E.</td>
</tr>
<tr>
<td>(c)</td>
<td>20° 42’.40N., 070° 42’.65E.</td>
</tr>
<tr>
<td>(d)</td>
<td>20° 44’.00N., 070° 43’.00E.</td>
</tr>
</tbody>
</table>

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

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:-

<table>
<thead>
<tr>
<th>Sl.</th>
<th>Station Name</th>
<th>B1</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 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, 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.
## List of Indian Chart Agents

<table>
<thead>
<tr>
<th>OSA Books and Periodicals</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-246, Greater Kailash – I, New Delhi - 110 048</td>
</tr>
<tr>
<td>Tel/Fax: +91-11-26418643, 46575337, Mob: 9971093992</td>
</tr>
<tr>
<td>Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a></td>
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<table>
<thead>
<tr>
<th>M/s VDO Marine Instruments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shanghai Building, PO Bag No – 645, 45/271, Corner of Bristow &amp; Naval Road, Willingdon Island, Kochi – 682 003</td>
</tr>
<tr>
<td>Tel: +91 484 2667157 Fax: +91 484 2667121</td>
</tr>
<tr>
<td>Email: <a href="mailto:atmain@md4.vnsl.net.in">atmain@md4.vnsl.net.in</a></td>
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<table>
<thead>
<tr>
<th>M/s Global Charts &amp; Nav. Aids Pvt. Limited</th>
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<tbody>
<tr>
<td>1A, Goa Ballya Building, Ground Floor, 58, Dr. Sunderlal Bahl Path (Goa Street), Fort, Mumbai - 400 001</td>
</tr>
<tr>
<td>Tel: 91-22-22662318, 22626380</td>
</tr>
<tr>
<td>Fax: 91-22-22621488</td>
</tr>
<tr>
<td>Email: <a href="mailto:sales@globalcharts.in">sales@globalcharts.in</a></td>
</tr>
<tr>
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<tr>
<th>E.W. Liner Charts &amp; Publication (India)</th>
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<tbody>
<tr>
<td>2/524, Sanddeep Road, ChinnaNelangarai, Chennai - 600041</td>
</tr>
<tr>
<td>Tel: +91-44-24490668 Fax: +91-44-24491668</td>
</tr>
<tr>
<td>Mob No : +91-9003245348</td>
</tr>
<tr>
<td>Email: <a href="mailto:ewl-india@ewliner.com">ewl-india@ewliner.com</a></td>
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<td>Web: <a href="http://www.ewliner.com">www.ewliner.com</a></td>
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<tr>
<th>M/s C &amp; C Marine Combine</th>
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<tbody>
<tr>
<td>25 Bank Street, 1st Floor, Fort Mumbai - 400 023</td>
</tr>
<tr>
<td>Tel: 91-22-22666017/0018/0525/1937 Ext: 32</td>
</tr>
<tr>
<td>Tel: 91-22-22672143</td>
</tr>
<tr>
<td>Fax: 91-22-22670896</td>
</tr>
<tr>
<td>Email: <a href="mailto:vijay@ccmarine.in">vijay@ccmarine.in</a>, <a href="mailto:sales@ccmarine.in">sales@ccmarine.in</a></td>
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<tr>
<td>Web: <a href="http://www.elemscharts.in">www.elemscharts.in</a></td>
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</tr>
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<tr>
<td>Elms Charts, Door No: 61-4-45-A/4, Prakash Nagar, Malkapuram Visakhapatnam – 530 011</td>
</tr>
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<td>Mob: +91 9133871827</td>
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<td>Email: <a href="mailto:sales@elemscharts.in">sales@elemscharts.in</a></td>
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<tr>
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<tr>
<td>Tel/ Fax: 0891-2799471, Cell: +91-9849120988, 9885797333</td>
</tr>
<tr>
<td>Email: <a href="mailto:mahalakhshmitravels99@gmail.com">mahalakhshmitravels99@gmail.com</a>, <a href="mailto:mahalakhshmitravels8@hotmail.com">mahalakhshmitravels8@hotmail.com</a></td>
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<th>M/s JM Maritime Services</th>
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<tr>
<td>24/24C Kavarana Building, Ground Floor, WadiBunder, P.D. Mellow Road, Mumbai – 400 009</td>
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<tr>
<td>Tel: 91+22 23736956, Fax: 022 - 23725083</td>
</tr>
<tr>
<td>Cell: +91 9820788357</td>
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<td>505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614</td>
</tr>
<tr>
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<td>Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a>, <a href="mailto:raj.chakravorty@smsmap.com">raj.chakravorty@smsmap.com</a></td>
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<tr>
<td>SikshaSandan, Ground Floor, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015</td>
</tr>
<tr>
<td>Tel: +91-674-2550599, Fax: +91-674-2551899</td>
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<tr>
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<tr>
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</tr>
<tr>
<td>Tel: +91 9836972027</td>
</tr>
<tr>
<td>Fax: 033 24924283</td>
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<tbody>
<tr>
<td>301, 3rd Floor, Birya House, 265, PerinNariman Street, Fort, Mumbai - 400 001.</td>
</tr>
<tr>
<td>Tel: +91-22-2269 1535, Fax: +91-22-66359148</td>
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<tr>
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<tr>
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<tr>
<th>M/s Zenith Surveys (I) Pvt. Ltd.</th>
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<tr>
<td>Lakhani’sPlam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706</td>
</tr>
<tr>
<td>Tel/ Fax: +91-22- 27708011</td>
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<tr>
<th>IIC Technologies Limited</th>
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<tbody>
<tr>
<td>8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana</td>
</tr>
<tr>
<td>Tel: +91 40 39144444</td>
</tr>
<tr>
<td>Fax: +91 40 39144455</td>
</tr>
<tr>
<td>Email: <a href="mailto:somnath.marthi@iictechnologies.com">somnath.marthi@iictechnologies.com</a>, <a href="mailto:sanjeev.sharma@iictechnologies.com">sanjeev.sharma@iictechnologies.com</a></td>
</tr>
<tr>
<td>Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></td>
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</table>
SECTION – V
NAVAREA – VIII WARNINGS IN FORCE

1. For details of NAVAREA limits and organisation/co-ordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings in force as on 15 Oct 18:

<table>
<thead>
<tr>
<th>SERIES</th>
<th>Warnings</th>
</tr>
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<tbody>
<tr>
<td>2017</td>
<td>305 345 394 493685 762 814 829 866</td>
</tr>
<tr>
<td>2018</td>
<td>047 185 222 341 343 348 372 375 418 428 440 450 452 471 481 513 514 520 550</td>
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3. NAVAREA VIII Warnings issued during the period from 01 Oct 18 to 15 Oct 18 (both dates inclusive) are as tabulated below:

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>05 OCT 18</td>
<td>0900-1200 AND 1230-1430</td>
<td></td>
</tr>
<tr>
<td>09 OCT</td>
<td>0900-1200</td>
<td></td>
</tr>
<tr>
<td>12 OCT</td>
<td>0900-1200 AND 1230-1430</td>
<td></td>
</tr>
</tbody>
</table>

2. Cancel this MSG 100830 UTC Oct 18.

655. India West Coast – Mumbai. Charts IN 2015 2016 INT 71. Firing from naval coast batteries at middle ground and oyster rock scheduled on 04 and 05 Oct 18 from 0300 - 0830 UTC in danger areas bounded by (A) 18-54.65N 072-50.58E, 18-50N 072-54.5E, 18-54.5N 072-54E, 18-55.17N 072-54.83E (B) 18-54.65N 072-50.58E, 18-50N 072-54.5E, 18-48N 072-52E, 18-54.08N 072-49.8E.

2. Cancel this MSG 050930 UTC Oct 18.

656. India West Coast – Kochi. Charts IN 220 2029 INT 71. Firing by navy scheduled on:

<table>
<thead>
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<th>DATE</th>
<th>TIME</th>
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</thead>
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<td>05 OCT 18</td>
<td>TIME (UTC)</td>
</tr>
<tr>
<td>09 OCT</td>
<td>0900-1200</td>
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<tr>
<td>12 OCT</td>
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</tbody>
</table>

2. Danger area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44N 076-17.5E, 09-42.5N 076-09.5E.

3. Cancel this MSG 121530 UTC Oct 18.


2. Cancel this MSG 061730 UTC Oct 18.


2. Danger zone as follows:-

ZONE -1: Circle of 10 nm around launcher.
ZONE –2: Radii of 45 and 75 M from launcher between azimuth 080 and 120.

3. Cancel this MSG 100830 UTC Oct 18.


2. Cancel NAVAREA VIII MSG 590 and this MSG 301830 UTC Nov 18.


661. India West Coast - Port Dabhol. Charts IN 2065 INT 71. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 08, 09, 10 Oct 18 from 0530 - 0730 UTC.

2. Danger sector:-

(A) Radius of 05 M from Thumba between azimuth 190 and 300.
(B) Radii of 45 and 75 M from Thumba between azimuth 220 and 260.

3. Cancel this MSG 100830 UTC Oct 18.

662. Cancel NAVAREA VIII MSG 647/18 and this MSG.

663. India West Coast - off Trivandrum. Charts IN 222 223 INT 71. Rocket launch from Thumba (08-31.98N 076-52.05E) scheduled on 08, 09, 10 Oct 18 from 0530 - 0730 UTC.

2. Danger sector:-

(A) Radius of 05 M from Thumba between azimuth 190 and 300.
(B) Radii of 45 and 75 M from Thumba between azimuth 220 and 260.

3. Cancel this MSG 100830 UTC Oct 18.

| 664. | Continued. |
| 2. | Cancel NAVAREA VIII MSG 657/18 and this MSG 061730 UTC Oct 18. |

| 665. | **NAVAREA VIII WARNINGS IN FORCE AS ON 05 OCT 2018:-** |
| 2017 SERIES | 305 345 394 493 685 762 814 513 |
| 2018 SERIES | 047 185 222 312 341 343 348 372 375 418 428 440 450 452 471 481 493 542 547 550 559 562 566 567 571 592 600 604 614 624 625 630 636 639 641 642 644 649 654 656 658 659 660 661 663 664 |

(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](http://www.hydrobharat.gov.in)  

2. Cancel this MSG 121830 UTC Oct 18.  

| 666. | **Andaman Sea - off Barren.** Charts IN 473 INT 71. Firing practice by CG aircraft scheduled on 09, 12, 13 Oct 18 from 0430-0930 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-10E.  
2. Cancel this MSG 131030 UTC Oct 18. |

| 667. | **India East Coast – off Gopalpur.** Charts IN 352 353 INT 71. Army air defence firing and BPTA flight scheduled on 12, 13 Oct 18 from 0130-0830 and 0930-1530 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 M radius joining point B and C.  
2. Cancel this MSG 131630 UTC Oct 18. |

| 668. | **India East Coast – off Kakinada.** Charts IN 31 391 INT 71. Firing by naval ships scheduled from 111230 – 131230 UTC Oct 18 in danger area bounded by 15-30N 083-24E, 16-14N 084-00E, 15-34N 084-46E 15-08N 084-24E.  
2. Cancel this MSG 131330 UTC Oct 18. |

2. Cancel this MSG 131430 UTC Oct 18. |

| 670. | **India West Coast.** Charts IN 21 251 254 255 292 INT 71. Rig list:  
ABAN ICE | 19-13.88N 071-02.41E  
ACTINIA | 19-19.57N 071-01.61E  
CE THORNTON | 18-42.53N 072-20.48E  
DEEP SEA MATDRILL | 19-39.98N 071-35.75E  
FG MCCLINTOCK | 18-16.38N 072-22.81E  
GREAT DRILL CHAAYA | 18-37.24N 072-14.94E  
GREAT DRILL CHAARU | 20-05.50N 071-53.13E  
GREAT DRILL CHETNA | 21-37.96N 068-26.41E  
GREAT DRILL CHITRA | 19-22.58N 071-00.85E  
HARVEY H WARD | 19-34.28N 071-36.05E  
JINDAL STAR | 20-14.88N 071-57.76E  
JINDAL SUPREME | 22-57.10N 068-32.30E  
JT ANGEL | 19-35.30N 071-38.70E  
NOBLE ED HOLT | 20-11.53N 071-52.25E  
PARAMESWARA | 22-55.80N 068-21.48E  
SAGAR GAURAV | 19-35.93N 070-57.18E  
SAGAR KIRAN | 19-33.13N 071-16.35E  
SAGAR SHAKTI | 19-15.95N 070-56.47E  
SAGAR UDAY | 19-08.42N 070-53.87E  
TRIDENT II | 19-20.91N 071-24.51E  
TRIDENT XII | 18-44.96N 072-20.01E  
VICTORY DRILLER | 19-28.70N 071-46.66E new  
VIRTUE-I | 19-15.20N 072-02.17E  
VIVEKANANDA1 | 18-36.12N 071-01.59E  
VIVEKANANDA2 | 19-11.05N 072-11.20E  
2. Wide berth requested.  
3. Cancel NAVAREA VIII MSG 642. |

| 671. | **Andaman Sea - off Nicobar.** Charts IN 41 472 INT 71. GSV SamudraRatnakar progressing survey in area bounded by 08-41.81N 092-01.64E, 08-42.68N 092-39.41E, 06-20.84N 093-41.96E, 05-57.46N 094-02.96E, 05-17.74N 093-30.2E. Wide berth requested.  
2. Cancel this MSG 201830 UTC Oct 18. |

| 672. | **Cancel NAVAREA VIII MSG 658/18 and this MSG.** |

| 673. | **India West Coast - off Hazira.** Charts IN 209 254 INT 71. Tug Fugro Mapper progressing survey in vicinity of 21-03.69N 072-25.3E, 21-03N 072-23E, 21-03.33N 072-31.62E. Wide berth requested.  
2. Cancel this MSG 251830 UTC Oct 18. |

2. Cancel this MSG 101830 UTC Dec 18. |
5.3

675. Cancel NAVAREA VIII MSG 639/18 and this MSG.

676. **Indian Ocean – off Reunion Island.** Charts INT 71 BA 712. Naval gunnery exercise scheduled on 14 Oct 18 from 1100-1400 UTC in area bounded by 21-12S 054-57E, 21-39.02S 054-33.3E, 21-19.3S 054-25.54E, 21-26S 055-02.3E.

2. Cancel this MSG 141500 UTC Oct 18.

677. Cancel NAVAREA VIII MSG 547/18 and this MSG.

678. **India West Coast.** Charts IN 21 251 254 255 292 INT 71. Rig list:-

- **ABAN ICE** 19-13.88N 071-02.41E
- **ACTINIA** 19-19.57N 071-01.61E
- **CE THORNTON** 18-42.53N 072-20.48E
- **DEEP SEA MATDRILL** 19-39.98N 071-35.75E
- **FG MCLINTOCK** 18-16.38N 072-22.81E
- **GREAT DRILL CHAAYA** 18-37.24N 072-14.94E
- **GREAT DRILL CHAARU** 20-05.50N 071-53.13E
- **GREAT DRILL CHETNA** 21-37.96N 068-26.41E
- **GREAT DRILL CHITRA** 19-22.58N 071-00.85E
- **HARVEY H WARD** 19-34.28N 071-36.05E
- **JINDAL STAR** 20-14.88N 071-00.85E
- **JINDAL SUPREME** 19-14.58N 072-14.66E new
- **JT ANGEL** 19-35.30N 071-40.12E new
- **NOBLE ED HOLT** 20-11.53N 071-51.22E
- **PARAMESWARA** 22-55.80N 068-21.48E
- **SAGAR GAURAV** 19-35.93N 070-57.18E
- **SAGAR KIRAN** 19-33.13N 071-16.35E
- **SAGAR SHAKTI** 19-15.95N 070-56.47E
- **SAGAR UDAY** 19-08.42N 070-53.87E
- **TRIDENT II** 19-20.91N 071-24.51E
- **TRIDENT XII** 18-44.96N 072-20.01E
- **VALIANT DRILLER** 19-33.05N 071-40.12E new
- **VICTORY DRILLER** 19-28.70N 071-46.66E
- **VIRTUE-I** 19-15.20N 072-02.17E
- **VIVEKANANDA1** 18-36.12N 071-01.59E
- **VIVEKANANDA2** 19-11.05N 072-11.20E

2. Wide berth requested.


679. **South Bay of Bengal.** Charts IN 33 INT 71. SLFV DanujaPutha reported adrift07-12N 086-12E AT 110400 UTC Oct 18.

2. Cancel this MSG 140400 UTC Oct 18.

680. **India West Coast – Lakshadweep Sea.** Charts 261 INT 71. SLFV Sheron Putha5 reported adrift07-24N 075-10E at 110430 UTC Oct 18.

2. Cancel this MSG 140430 UTC Oct 18.

681. **India West Coast – Kochi.** Charts IN 220 2029 INT 71. Firing by navy scheduled on:-

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>16 OCT 18</td>
<td>0900-1200</td>
</tr>
<tr>
<td>19 OCT</td>
<td>0900-1200 AND 1230-1430</td>
</tr>
<tr>
<td>23 OCT</td>
<td>0900-1200</td>
</tr>
<tr>
<td>26 OCT</td>
<td>0900-1200 AND 1230-1430</td>
</tr>
<tr>
<td>30 OCT</td>
<td>0900-1200</td>
</tr>
</tbody>
</table>

2. Danger area bounded by 09-57.5N 075-59.5E, 09-57.7N 076-14.2E, 09-44N 076-17.5E, 09-42.5N 076-09.5E.

3. Cancel this MSG 301300 UTC Oct 18.

682. **India East Coast- Vishakhapatnam.** Charts IN 308 3002 INT 71. Firing by naval coast battery scheduled on 17 Oct 18 from 0001 - 0130 UTC in danger sector extending upto17 nm between bearing 070 and 130 from 17-42N 083-18E.

2. Cancel this MSG 170230 UTC Oct 18.

683. **India East Coast – off Kakinada.** Charts IN 31 391 INT 71. Firing by naval ships scheduled from 152230 – 171230 UTC Oct 18 in danger area bounded by 15-30N 083-24E, 16-14N 084-00E, 15-34N 084-46E 15-08N 084-24E.

2. Cancel this MSG 171330 UTC Oct 18.


2. Cancel this MSG 311800 UTC Oct 18.

685. **India West Coast – Lakshadweep Sea.** Charts 261 INT 71. SLFV Sheron Putha5 reported adrift06-38N 075-30E at 120130 UTC Oct 18.

685. Continued.
2. Cancel NAVAREA VIII MSG 680/18 and this MSG 150130 UTC Oct 18.

686. NAVAREA VIII WARNINGS IN FORCE AS ON 12 OCT 2018

2017 SERIES – 305 345 394 493 685 762 814 829 866
2018 SERIES – 047 185 222 312 341 343 348 372 375 418 428 440 450 452 471 481 513
542 550 559 562 566 567 571 592 604 621 624 625 630 641 649 659 660 661 666
667 668 669 671 673 674 676 678 679 681 682 683 684 685 686

(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

2. Cancel this MSG 191830 UTC Oct 18.

687. Andaman Sea – off Cinque. Charts in 405 473 4030 INT 71. Firing by naval ships scheduled on 18 Oct 18 from 0430-0830 UTC in danger area bounded within 11-00N to 11-20N and 092-29E to 092-52E.
2. Cancel this MSG 180930 UTC Oct 18.

688. Andaman Sea – off Cinque. Charts IN 405 473 4030 INT 71. Firing by naval ships scheduled on 19 Oct 18 from 0430-0830 UTC in danger area bounded within 11-00N to 11-20N and 092-29E to 092-52E.
2. Cancel NAVAREA VIII MSG 687 and this MSG 190930 UTC Oct 18.

2. Cancel this MSG 051830 UTC Nov 18.

690. India West Coast. Charts IN 21 251 254 255 292 INT 71. Rig list:-
ABAN ICE  19-13.88N 071-02.41E
ACTINIA  19-19.57N 071-01.61E
CE THORNTON  18-42.53N 072-20.48E
DEEP SEA MATDRILL  19-39.98N 071-35.75E
FG MCCLINTOCK  18-16.38N 072-22.81E
GREAT DRILL CHAAYA  18-37.24N 072-14.94E
GREAT DRILL CHAARU  20-05.00N 071-53.13E
GREAT DRILL CHETNA  21-37.96N 068-26.41E
GREAT DRILL CHITRA  19-22.58N 071-00.85E
HARVEY H WARD  19-34.28N 071-36.05E
JINDAL STAR  20-14.88N 071-57.76E
JINDAL SUPREME  19-14.58N 072-14.66E
JT ANGEL  19-35.30N 071-38.70E
PARAMESWARA  22-55.80N 068-21.48E
SAGAR GAURAV  19-35.93N 070-57.18E
SAGAR KIRAN  19-33.13N 071-16.35E
SAGAR SHAKTI  19-15.95N 070-56.47E
SAGAR UDAY  19-08.42N 070-53.87E
TRIDENT II  19-20.91N 071-24.51E
TRIDENT XII  18-44.96N 072-20.01E
VALIANT DRILLER  19-33.05N 071-40.12E
VICTORY DRILLER  19-28.70N 071-46.66E
VIRTUE-I  19-15.20N 072-02.17E
VIVEKANANDA1  18-36.12N 071-01.59E
VIVEKANANDA2  19-11.05N 072-11.20E

2. Wide berth requested.
3. Cancel NAVAREA VIII MSG 678.

2. Cancel NAVAREA VIII MSG 673/18 and this MSG 301830 UTC Nov 18.
SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL
### 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>D6512.1</td>
<td>BAIA DE MAPUTO (LOURENCO MARQUES)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Bridge. W Side. S End</td>
<td>25 58.34 S 32 33.45 E</td>
<td>Iso R 6s</td>
<td>69</td>
<td>6</td>
<td>Red □ on bridge</td>
<td></td>
</tr>
<tr>
<td>D6512.2</td>
<td>- Bridge. E Side. S End</td>
<td>25 58.35 S 32 33.47 E</td>
<td>Iso R 6s</td>
<td>69</td>
<td>6</td>
<td>Red □ on bridge</td>
<td></td>
</tr>
<tr>
<td>D6512.3</td>
<td>- Bridge. W Side. Centre</td>
<td>25 58.32 S 32 33.46 E</td>
<td>IsoW 6s</td>
<td>69</td>
<td>6</td>
<td>White ○ red stripes on bridge</td>
<td></td>
</tr>
<tr>
<td>D6512.4</td>
<td>- Bridge. E Side. Centre</td>
<td>25 58.33 S 32 33.48 E</td>
<td>Iso W 6s</td>
<td>69</td>
<td>6</td>
<td>White ○, red stripes on bridge</td>
<td></td>
</tr>
<tr>
<td>D6512.5</td>
<td>- Bridge. W Side. N End</td>
<td>25 58.29 S 32 33.47 E</td>
<td>IsoG 6s</td>
<td>69</td>
<td>6</td>
<td>GreenΔ on bridge</td>
<td></td>
</tr>
<tr>
<td>D6512.6</td>
<td>- Bridge. E Side. N End</td>
<td>25 58.30 S 32 33.48 E</td>
<td>IsoG 6s</td>
<td>69</td>
<td>6</td>
<td>GreenΔ on bridge</td>
<td></td>
</tr>
<tr>
<td>D7656.6</td>
<td>Remove from list; deleted</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D7742</td>
<td>Ormara</td>
<td>25 11.38 N 64 41.35 E</td>
<td>Fl(2)W 20s</td>
<td>227</td>
<td>19</td>
<td>Grey metal framework tower on white base</td>
<td>TE 2018</td>
</tr>
<tr>
<td>F1685.8</td>
<td>- Serebut</td>
<td>01 14.83 N 103 42.09 E</td>
<td>Fl(2)R 10s</td>
<td>9</td>
<td>10</td>
<td>Red □ on red metal round tower on piles</td>
<td></td>
</tr>
<tr>
<td>F1688</td>
<td>- Cyrene Reefs. Cyrene</td>
<td>01 15.30 N 103 45.54 E</td>
<td>Fl R 2.5s</td>
<td>8</td>
<td>10</td>
<td>Red concrete framework tower</td>
<td></td>
</tr>
<tr>
<td>F1690.725</td>
<td>- PulauSemakau. Semakau</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>
<td>F G016°-016.5°(0.5°), F W016.5°-017.5°(1°), F R017.5°-019°(1.5°). Occas</td>
</tr>
<tr>
<td>F1701.755</td>
<td>- PulauSeraya. Power Station. SPS-1</td>
<td>01 16.97 N 103 43.76 E</td>
<td>Fl Y 4s</td>
<td>. . .</td>
<td>. . .</td>
<td>Yellow x on yellow beacon</td>
<td></td>
</tr>
<tr>
<td>F1712</td>
<td>- Brani Causeway. W Side</td>
<td>01 15.74 N 103 49.40 E</td>
<td>Fl Y 4s</td>
<td>. . .</td>
<td>. . .</td>
<td>Brani Causeway lights sync Fl Y 4s</td>
<td></td>
</tr>
<tr>
<td>F1712.1</td>
<td>- Brani Causeway. W Side</td>
<td>01 15.70 N 103 49.40 E</td>
<td>Fl Y 4s</td>
<td>. . .</td>
<td>. . .</td>
<td>Brani Causeway lights sync Fl Y 4s</td>
<td></td>
</tr>
<tr>
<td>F1712.2</td>
<td>- Brani Causeway. W Side</td>
<td>01 15.72 N 103 49.40 E</td>
<td>Fl Y 4s</td>
<td>. . .</td>
<td>. . .</td>
<td>Brani Causeway lights sync Fl Y 4s</td>
<td></td>
</tr>
<tr>
<td>F1712.3</td>
<td>- Brani Causeway. W Side</td>
<td>01 15.69 N 103 49.40 E</td>
<td>Fl Y 4s</td>
<td>. . .</td>
<td>. . .</td>
<td>Brani Causeway lights sync Fl Y 4s</td>
<td></td>
</tr>
<tr>
<td>F1712.6</td>
<td>- Brani Causeway. W Side</td>
<td>01 15.65 N 103 49.40 E</td>
<td>Fl Y 4s</td>
<td>. . .</td>
<td>. . .</td>
<td>Brani Causeway lights sync Fl Y 4s</td>
<td></td>
</tr>
<tr>
<td>F1712.7</td>
<td>- Brani Causeway. W Side</td>
<td>01 15.63 N 103 49.40 E</td>
<td>Fl Y 4s</td>
<td>. . .</td>
<td>. . .</td>
<td>Brani Causeway lights sync Fl Y 4s</td>
<td></td>
</tr>
<tr>
<td>F1733.175</td>
<td>- Tanah Merah. Breakwater. W End. TMFT-1</td>
<td>01 18.63 N 103 59.21 E</td>
<td>Fl Y 2.5s</td>
<td>4</td>
<td>7</td>
<td>Yellow x on yellow beacon</td>
<td></td>
</tr>
<tr>
<td>Code</td>
<td>Details</td>
<td></td>
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<tr>
<td>F1733.178</td>
<td>Tanah Merah Breakwater (E End. TMFT-3) 01 18.68 N 103 59.37E Fl Y 2.5s 4 7 Yellow x on yellow beacon</td>
<td></td>
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</tr>
<tr>
<td>F1820</td>
<td>Horsburgh (PedraBranca) Lighthouse (SG) 01 19.82 N 104 24.34E Fl W 10s 31 20 White round tower, black bands fl 0.7</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>AIS MMSI No. 005631117</td>
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</tr>
</tbody>
</table>
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. 19 dated 01 Oct 2018)
NIL

NP 31(5), 2017
(Last correction: Edition No. 18 dated 16 Sep 2018)
Nil

INP 31(6), 2012
(Last correction: Edition No. 19 dated 01 Oct 2018)
Nil
SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

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

National Hydrographic Office
107-A, Rajpur Road,
Dehradun - 248001
(UTTARAKHAND), INDIA

e-mail: - inho@navy.gov.in, msis-inho@navy.gov.in
Fax No.: +91-135- 2748373
WEB: www.hydrobharat.gov.in

Instructions for filling up IH 102

2. Kindly follow the instructions below in order to help the Hydrographic Office (the recipient) to quickly issue NAVAREA warning / Notice to Mariners for the benefit of all other mariners at sea.

Position Reporting

3. Accurate position or knowledge of position error is of great importance. Latitude and Longitude should only be used to specify position details when they have been fixed by GPS or Astronomical Observations. A full description of the method, equipment, time and datum (WGS 84/Everest/Other) used should be given. When position is defined by sextant angles or bearings (true or magnetic to be specified), more than two bearings should be used in order to provide a redundancy check. Distances observed by Radar should be corrected for index errors. Where position is derived after the event, from other observations and/or Dead Reckoning, the methodology of deriving the position should be included.

4. Paper Charts. A copy/tracing of largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.

5. ENC's. 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>
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<tr>
<th>Name of the Ship or Sender</th>
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<th>Tel/FAX/E-mail address</th>
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<thead>
<tr>
<th>Observation Date</th>
<th>Time (UTC/IST)</th>
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<tr>
<th>Object of Changes Observed (Tick appropriate)</th>
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<tbody>
<tr>
<td>Bathymetry</td>
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<tr>
<td>Designated Areas</td>
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<table>
<thead>
<tr>
<th>Geographical Position (See Instructions Overleaf)</th>
<th>Latitude</th>
<th>Longitude</th>
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<th>Position Method</th>
<th>DGPS</th>
<th>GPS</th>
<th>Radar</th>
<th>Others</th>
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<tr>
<th>Datum Used</th>
<th>WGS84</th>
<th>Everest</th>
<th>Others</th>
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### Charts Affected

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### Latest Edition of Indian Notices to Mariners Held

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### Tracing/Plot/Photograph if enclosed

### ENCs Affected

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### Latest Update Disk Held

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### Publication Affected

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### Limitations if any in Reporting the Changes Above

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### Signature of the Master/Reporter/Observer

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<td>Name of the Ship or Sender</td>
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<td>Address</td>
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<tr>
<td>Tel/Fax/E-mail</td>
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1. **NAME OF PORT**

<table>
<thead>
<tr>
<th>Location</th>
<th>Latitude</th>
<th>Longitude</th>
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</thead>
</table>

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**

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

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**

<table>
<thead>
<tr>
<th>Number available / Tug type</th>
<th>Maximum HP / Bollard pull</th>
</tr>
</thead>
</table>
### 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
<table>
<thead>
<tr>
<th>14. <strong>RESCUE &amp; DISTRESS</strong></th>
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<tbody>
<tr>
<td>Salvage, Lifeboat, Life guards, etc</td>
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<tr>
<th>15. <strong>SUPPLIES</strong></th>
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<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>
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<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>
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<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>
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</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>
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<thead>
<tr>
<th>20. <strong>SHORT LEAVE</strong></th>
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<tr>
<th>21. <strong>CLUBS RECREATION</strong></th>
</tr>
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<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>
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<tr>
<th>23. <strong>ADDITIONAL DETAILS</strong></th>
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<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