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

**FEEDBACK:** msis-inho@navy.gov.in

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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.

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 Chart that is available for mariners in the market is 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>
</table>
| 3044      | 30-09-2018          | PUDUCHERRY ANCHORAGE LIMIT  
11° 52'.00N;  79° 48'.50E.  
11° 58'.35N;  79° 57'.35E. | 25,000 | 5     | Rs. 1950.00 |
|           |                     | PUDUCHERRY HARBOUR LIMIT  
11° 53'.50N;  79° 49'.30E.  
11° 55'.60N;  79° 51'.90E. | 7,500  |       |       |

2. The new edition Indian Chart that is available for mariners in the market is 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>
</table>
| 3001      | 30-09-2018          | APPROACHES TO CHENNAI LIMIT  
12° 59'.40N;  80° 15'.00E.  
13° 26'.00N;  80° 32'.80E. | 50,000 | 5     | Rs. 1950.00 |

3. The Indian Charts permanently withdrawn are as follows:

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Date of Publication</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>3001</td>
<td>15-04-2015</td>
<td>APPROACHES TO CHENNAI</td>
</tr>
<tr>
<td>3003</td>
<td>30-12-2012</td>
<td>PONDICHERRY ANCHORAGE ONLY</td>
</tr>
</tbody>
</table>

4. 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>IN53044U</td>
<td>3044</td>
<td>PUDUCHERRY ANCHORAGE</td>
<td>12-11-2018</td>
</tr>
<tr>
<td>IN63044H</td>
<td>3044</td>
<td>PUDUCHERRY HARBOUR</td>
<td>12-11-2018</td>
</tr>
</tbody>
</table>

5. 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>
</table>
6. 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>IN43001A</td>
<td>3001</td>
<td>APPROACHES TO CHENNAI</td>
<td>25-07-2015</td>
</tr>
<tr>
<td>IN62107W</td>
<td>2107</td>
<td>MUNDRA PORT WEST BASIN</td>
<td>31-10-2013</td>
</tr>
<tr>
<td>IN42359A</td>
<td>2359</td>
<td>APPROACHES TO PORT OF NEW MANGALORE</td>
<td>05-10-2017</td>
</tr>
<tr>
<td>IN53003N</td>
<td>3003</td>
<td>PONDICHERY ANCHORAGE</td>
<td>21-03-2013</td>
</tr>
</tbody>
</table>

7. 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>NIL</td>
<td></td>
<td></td>
<td></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 world wide network of their agents and distributors. Updates are also made available as per the existing policy of the distributor. Mariners and other ENC users may contact the under mentioned for further details:

**United Kingdom Hydrographic Office**
Admiralty Way, Taunton, Somerset
TA1 2DN, UK
Tel: +44 (0) 1823 337900
Fax: +44 (0) 1823 330561, 1823 284077
Web site: www.hydro.gov.uk

**C-MAP Norway AS**
Nyaskaiveien 2, 4379 Egersund, Norway
Ph: +47 51 464700, +91 2262233326
Mob: +91 9820238542
Fax: +47 51 464701, +91 2267939504
Email: enc@c-map.com, info@c-map.co.no
Website: www.c-map.com

**M/s Primar**
Norwegian Hydrographic Service,
Postbox 60,
4001 Stavanger
Norway
Telephone - +47 - 51 85 87 00
Fax - + 47 - 51 85 87 08
E-mail: data@ecc.no
Website: - www.primar.org

**M/s IIC Technologies Limited**
B-2-350/5/B-22, Road No. 3
Banjara Hills
Hyderabad - 500 034
Telangana
Tel:+91 4039144444
Fax: +91 4039144455
Email: somnath.marthi@iictechnologies.com
Website: www.iictechnologies.com
The list of charts affected by the Notices 172 to 177 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>21</td>
<td>2</td>
<td>176(T)</td>
</tr>
<tr>
<td>22 (INT 752)</td>
<td>3</td>
<td>176(T)</td>
</tr>
<tr>
<td>31 (INT 756)</td>
<td>5</td>
<td>177(T)</td>
</tr>
<tr>
<td>32 (INT 754)</td>
<td>5</td>
<td>177(T)</td>
</tr>
<tr>
<td>210</td>
<td>3</td>
<td>176(T)</td>
</tr>
<tr>
<td>211</td>
<td>3</td>
<td>175, 176(T)</td>
</tr>
<tr>
<td>217</td>
<td>4</td>
<td>173</td>
</tr>
<tr>
<td>254 (INT 7331)</td>
<td>3</td>
<td>176(T)</td>
</tr>
<tr>
<td>255 (INT 7334)</td>
<td>3</td>
<td>176(T)</td>
</tr>
<tr>
<td>256 (INT 7340)</td>
<td>3</td>
<td>176(T)</td>
</tr>
<tr>
<td>258 (INT 7348)</td>
<td>4</td>
<td>173</td>
</tr>
<tr>
<td>272</td>
<td>4</td>
<td>173</td>
</tr>
<tr>
<td>292 (INT 7021)</td>
<td>2</td>
<td>176(T)</td>
</tr>
<tr>
<td>293 (INT 7022)</td>
<td>3</td>
<td>176(T)</td>
</tr>
<tr>
<td>354 (INT 7408)</td>
<td>5</td>
<td>177(T)</td>
</tr>
<tr>
<td>357 (INT 7397)</td>
<td>5</td>
<td>175</td>
</tr>
<tr>
<td>391</td>
<td>5</td>
<td>177(T)</td>
</tr>
<tr>
<td>2107</td>
<td>2</td>
<td>172</td>
</tr>
<tr>
<td>2359 (INT 7350)</td>
<td>4</td>
<td>173</td>
</tr>
<tr>
<td>3017</td>
<td>5</td>
<td>174</td>
</tr>
<tr>
<td>3038</td>
<td>5</td>
<td>174</td>
</tr>
</tbody>
</table>
SECTION – II

PERMANENT NOTICES

*172(22/18)  INDIA – WEST COAST – Gulf of Kachchh – Mundra Port West Basin – General Area.
Source: NHO, Dehradun.
Chart 2107 [previous update 107/18]
Insert accompanying block showing amendments to general area; centered on: 22° 45’·25N., 69° 34’·25E.

*173(22/18)  INDIA – WEST COAST – Approaches to Port of New Mangalore – General Area, Storm Signal Station.
Source: NHO, Dehradun.
Chart 2359(INT 7350) [previous update 147/18]
Insert accompanying block showing amendments to general area; centered on: 12° 55’·30N., 74° 46’·92E.
Chart 272 [previous update 148/18]
Insert SS 12° 55’·83N., 74° 49’·00E.
Delete SS(27) 12° 55’·82N., 74° 48’·43E.
Chart 258(INT 7348) [previous update 148/18]
Insert SS 12° 55’·83N., 74° 49’·00E.
Delete SS(27) 12° 55’·82N., 74° 48’·43E.
Chart 217 [previous update 148/18]
Insert SS 12° 55’·83N., 74° 49’·00E.
Delete SS 12° 55’·82N., 74° 48’·43E.

*174(22/18)  INDIA – EAST COAST – Approaches to Dhamra Port – STS, Dumping Ground, Legend.
Source: The Dhamra Port Company Ltd.
Chart 3017 [previous update NE 30 Jun 18]
Insert circular limit of STS area; , radius 0.50 nm, centered on : (a) 20° 52’·32N., 87° 08’·35E.
and  (b) 20° 53’·10N., 87° 09’·70E.
legend, “STS 1” centered on:  (a) above  (b) above
legend, “STS 2” centered on:  
Insert Limit of dumping ground; , joining (c) 20° 55’·10N., 87° 10’·50E.
20° 55’·10N., 87° 12’·23E.
20° 54’·02N., 87° 12’·23E.
20° 54’·02N., 87° 10’·50E.
(c) above
legend, “Dumping Ground” centered on:  20° 54’·55N., 87° 11’·35E.
2.2

*174(22/18) INDIA – EAST COAST – Approaches to Dhamra Port – STS, Dumping Ground, Legend. (Continued).

Delete Limit of foul ground; , , , , (d) 20°55’15N., 87°08’98E.
20°53’28N., 87°10’17E.
20°52’78N., 87°09’13E.
20°54’61N., 87°07’97E.

(d) above

Chart 3038 [previous update 087/18]

Insert circular limit of STS area; , , , , radius 0.50 nm, centered on :

(a) 20°52’32N., 87°08’35E.
and
(b) 20°53’10N., 87°09’70E.

legend, “STS 1” centered on: (a) above
legend, “STS 2” centered on: (b) above

Delete Limit of Foul ground; , , , , (c) 20°55’14N., 87°08’97E.
20°53’29N., 87°10’15E.
20°52’76N., 87°09’16E.
20°54’61N., 87°07’97E.

(c) above

Delete legend, “Foul Ground” centered on: 20°53’87N., 87°09’27E.

*175 (22/18) Miscellaneous updates to charts.

Source: NHO Dehradun.

<table>
<thead>
<tr>
<th>Chart No.</th>
<th>Previous Updates</th>
<th>Details</th>
</tr>
</thead>
</table>
| 357 (INT 7397) | 157/18 | Insert Chart No.3044 and Magenta limit as follows:
11°52’00N., 79°48’50E.
11°52’00N., 79°57’35E.
11°58’35N., 79°57’35E.
11°58’35N., 79°48’50E.
11°52’00N., 79°48’50E.

Delete Chart No.3003 and Magenta limit as follows:
11°52’00N., 79°48’50E.
11°52’00N., 79°57’31E.
11°58’33N., 79°57’31E.
11°58’33N., 79°48’50E.
11°52’00N., 79°48’50E. |
| 211 | 169/18 | For newt chart 211 (31 Aug 2018)

Insert INTM 160/18. |
**SECTION – III**

**TEMPORARY AND PRELIMINARY NOTICES**

*176 (T) (22/18)  INDIA – WEST COAST – Umargram to Satpati – Survey.*

Source: Jaigarh Port Limited.

1. Survey operation will be carried out by SV Sai Sowbaghya with towed equipment in the below mentioned areas till 05 Feb 2019:

<table>
<thead>
<tr>
<th>Area I</th>
<th>Area II</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sl. No.</td>
<td>Position</td>
</tr>
<tr>
<td>(a)</td>
<td>19° 42´·36N., 70° 56´·18E.</td>
</tr>
<tr>
<td>(b)</td>
<td>19° 41´·28N., 72° 09´·73E.</td>
</tr>
<tr>
<td>(c)</td>
<td>18° 54´·89N., 72° 20´·56E.</td>
</tr>
<tr>
<td>(d)</td>
<td>18° 55´·08N., 71° 46´·56E.</td>
</tr>
<tr>
<td>(e)</td>
<td>18° 55´·74N., 71° 01´·98E.</td>
</tr>
<tr>
<td>(f)</td>
<td>19° 05´·85N., 70° 55´·71E.</td>
</tr>
</tbody>
</table>

2. During the drilling period unauthorized navigation, anchoring and fishing is prohibited within 1 NM from the above mentioned areas.

3. Mariners are advised to navigate with caution.


*177(T) (22/18)  INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges.*

Source: Indian Navy.

1. Unexploded charges reported dumped by Indian Naval Ship in position 17° 00´·00N., 83° 40´·50E on 02 Nov 18.

2. Mariners to take note.

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 icgmrcc_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>Name</th>
<th>Address</th>
<th>Contact Information</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 Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a></td>
</tr>
<tr>
<td>M/s VDO Marine Instruments</td>
<td>Shanghar 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: atmain/md4.vsnl.net.in</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: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 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> Web: <a href="http://www.smsmaps.co.in">www.smsmaps.co.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> Web: <a href="http://www.ccmarine.com.sg">www.ccmarine.com.sg</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>L. R. Marine Services</td>
<td>301, 3rd Floor, Birya House, 265, PerinNariman Street, Fort, Mumbai - 400 001</td>
<td>Tel: +91-22-2269 1535, Fax: +91-22-66359148 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 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: <a href="mailto:sankar@liftomarine.org">sankar@liftomarine.org</a>, <a href="mailto:liftomarine77@gmail.com">liftomarine77@gmail.com</a> Web: <a href="http://www.liftomarine.org">www.liftomarine.org</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 39144444 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>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:zenithsurerveys73@gmail.com">zenithsurerveys73@gmail.com</a>, <a href="mailto:nyvmane@yahoo.com">nyvmane@yahoo.com</a> Web: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a></td>
</tr>
</tbody>
</table>
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.

NAVAREA VIII Warnings in force as on 15 Nov 18:

### 2017 SERIES
- 305 345 394 493 685 762 814 829 866
- 604 625 641 659 661 674 691 695 711 721 722 736 737 738 739 742 746 751 757 758 762 763
- 764 766 767 768 769 771 772 773 774 775 776 777 778 779

### 2018 SERIES
- 047 222 312 341 343 348 372 375 418 428 450 471 481 513 542 550 559 562 567
- 685 762 814 829 866
- 604 625 641 659 661 674 691 695 711 721 722 736 737 738 739 742 746 751 757 758 762 763
- 764 766 767 768 769 771 772 773 774 775 776 777 778 779

1. **Andaman Sea – off Havelock.** Charts IN 404 4015 INT 71. INS Investigator progressing Hydrographic survey in area bounded within 11-59N to 12-02.8N and 092-52E to 092-54.5E. Wide berth of 03 m from ship and survey boats requested.
2. Cancel this MSG 151830 UTC Nov 18.

3. **NW Indian Ocean.** Chart INT 71. Firing exercise scheduled on 05 Nov 18 from 0500-1600 UTC in danger circle extending 20 M from 07-13N 056-28E.
2. Cancel this MSG 051700 UTC Nov 18.

4. **India West Coast - Gulf of Kachchh.** Charts IN 203 2068 INT 71. Salaya channel buoy Chandri unlit and fairway buoy (22-30N 069-31E) missing.
2. Cancel NAVAREA VIII MSG 185/18.

2. Cancel this MSG 121830 UTC Dec 18.

6. **SE Indian Ocean.** Charts INT 70 71. Fallout hazard predicted from rocket Soyous VS19 daily from 07 Nov to 07 Dec 18 from 0302 - 0419 UTC in area bounded by 0302 - 0419 UTC in area bounded by 28-05S 086-24E, 11-09S 090-22E, 11-13S 090-40E, 28-09S 086-44E.
2. Cancel this MSG 0705 20 UTC DEC 18.

7. **India East Coast.** Charts IN 31 355 356 357 INT 71. Rig list:-
   - ABAN ABRAHAM 16-19.58N 082-21.07E
   - ABAN II 16-39.01N 082-22.73E
   - DEEP DRILLER8 16-40.09N 082-25.43E
   - DSR DD101 16-11.96N 082-35.00E NEW
   - ESSAR WILDCAT 16-15.79N 082-09.07E
   - JACK BATES 16-25.70N 082-23.43E
   - SSV LOUISIANA 16-18.70N 082-21.57E
   - OLINDA STAR 16-23.08N 082-21.60E
   - DSR PLATINUM EXPLORER 16-18.79N 082-17.81E
   - SAGAR RATNA 15-21.91N 080-31.91E
   - SAGAR VIJAY 16-28.32N 082-22.34E
   - WEST TELESTO 17-01.00N 082-25.00E
2. Wide berth requested.

8. **South Lakshadweep Sea.** Chart INT 71. SLFV Sanju 07 reported adrift 03-51N 077-34E at 031230 UTC Nov 18.
Continued.
2. Cancel this MSG 061230 UTC Nov 18.

Central Bay of Bengal – NE Indian Ocean. Chart INT 71. RV Hakuhomaru progressing oceanographic survey from 06 Nov to 03 Dec 18 along 16-30N 088-00E, 15-00N 088-00E, 10-00N 088-00E, 05-00N 088-00E, 00-00N 088-00E, 00-00N 090-12E, 05-00S 088-00E, 10-00S 088-00E, 15-00S 088-00E, 20-00S 088-00E, 15-12S 093-48E, 09-30S 100-54E. 2. Cancel this MSG 031830 UTC Dec 18.

Andaman Sea – off Barren. Charts IN 41 473 INT 71. Firing practice by CG Aircraft scheduled on 08, 09 Nov 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 091030 UTC Nov 18.

Cancel NAVAREA VIII MSG 660 and this MSG.

Indian Ocean – off Tanzania. Chart INT 70. MV Leon Thevenin progressing cable repairs along 11-53S 045-24E, 10-41S 044-42E, 09-45S 043-36E, 07-49S 043-01E, 06-46S 042-00E, 05-44S 041-49E, 04-58S 041-01E, 04-31S 040-23E, 04-19S 040-15E, 04-10S 039-57E, 04-08S 039-54E, 04-04S 039-45E, 04-04S 039-42E. Wide berth requested. 2. Cancel this MSG 111830 UTC Nov 18.


India West Coast - off Mormugao. Charts IN 256 293 INT 71. Firing by Naval ships scheduled from 121530 to 131930 UTC Nov 18 in danger area bounded by 16-03N 071-31E, 15-24N 071-14E, 14-20N 071-52E, 14-15N 072-52E, 10-41S 044-42E, 09-45S 044-08E, 08-51S 043-36E, 07-49S 043-01E, 06-46S 042-00E, 05-44S 041-49E, 04-58S 041-01E, 04-31S 040-23E, 04-19S 040-15E, 04-10S 039-57E, 04-08S 039-54E, 04-04S 039-45E, 04-04S 039-42E, 04-03S 039-42E. Wide berth requested. 2. Cancel this MSG 132030 UTC Nov 18.

Cancel NAVAREA VIII MSG 712/18 and this MSG.

SW Bay of Bengal. Chart IN 32 INT 71. SLFV Sandeepani reported adrift 10-37N 082-50E at 071130 UTC Nov 18. 2. Cancel this MSG 101130 UTC Nov 18.


India East Coast -- off Chennai. Charts IN 356 357 INT 71. Firing by CG Aircraft scheduled on 14, 15, 16, 19, 20 Nov 18 From 0130 - 1130 UTC in danger area bounded within 12-49N to 12-59N and 080-46E to 081-26E. 2. Cancel this MSG 201230 UTC Nov 18.

SW Bay of Bengal and SW Andaman Sea. Charts 32 33 41 313 356 INT 70 71. PSLV launch scheduled from 14 – 16 Nov 18 from 1100 - 1500 UTC. 2. Danger zone as follows:-
ZONE - 1: Circle of 10 nm from 13-43.2N 080-13.8E
ZONE - 2: 12-30N 082-40E, 13-15N 082-50E, 12-45N 084-10E, 12-00N 084-00E
ZONE - 3: 11-35N 085-00E, 12-25N 085-10E, 11-45N 087-15E, 10-55N 087-05E
ZONE - 4: 08-10N 094-20E, 09-00N 094-40E, 08-25N 096-15E, 07-35N 095-55E
2. Cancel this MSG 161600 UTC Nov 18.


NAVAREA VIII warnings in force as on 09 Nov 2018:
2017 SERIES – 305 345 394 493 685 762 814 829 866
2018 SERIES – 047 222 312 341 343 348 372 375 418 428 450 471 481 513 542 550 559 562 567 604 625 630 641 659 661 674 691 695 711 714 721 722 729 733 735 736 737 738 739 742 745 746 747 749 750 751 752 753 754 755 756
(A) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet.
(B) Text of NAVAREA VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.gov.in. 2. Cancel this MSG 161830 UTC Nov 18.

India West Coast – Dahej Port. Charts IN 292 2039 INT 71. TUG Al Vashila3 reported grounded 21-39.67N
758. Continued.
072-33.95E.

759. **India West Coast – off Trivandrum.** Charts IN 22 260 INT 71. Unmanned capsized white blue fishing boat reported adrift 08-40.1N 075-48.9E at 100518 UTC Nov 18.
   2. Cancel this MSG 130620 UTC Nov 18.

760. **Andaman Sea - off Indira Pt.** Charts IN 471 472 INT 71. Submerged fishing boat reported adrift 06-16.02N 094-07.09E at 100245 UTC Nov 18.
   2. Cancel this MSG 140245 UTC Nov 18.

761. **Indian Ocean – off Reunion Island.** Charts INT 71 BA 712. Naval gunnery exercise scheduled on 14, 15 Nov 18 from 0600-1300 UTC in area bounded by 21-12S 054-57E, 21-39.02S 054-33.30E, 21-19.30S 054-25.54E, 21-26S 055-02.30E.
   2. Cancel this MSG 151400 UTC Nov 18.

762. **India East Coast – off Gopalpur.** Charts IN 352 353 INT 71. Army Air Defence firing and BPTA flight scheduled daily on 15, 16, 17 Nov 18 from 0330-1030 and 1330-1630 UTC and 22, 24, 26, 27, 28, 29, 30 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 M radius joining point B and C.
   2. Cancel this MSG 301530 UTC Nov 18.

763. **India East Coast - off Kakinada.** Charts IN 355 INT 71. Antervedi DGPS (16-19N 081-44E) inoperative.

764. **India West Coast - off Ratnagiri.** Charts IN 2028 INT 71. INS Sarvekshak progressing Hydrographic survey in area bounded within 16-56.9N to 17-03.1N and 073-13.6E to 073-17.8E. Wide berth requested.
   2. Cancel this MSG 201830 UTC Nov 18.

765. **SW Bay of Bengal.** Chart IN 32 INT 71. SLFV Deshan Putha 2 reported adrift 12-43N 084-11E at 120600 UTC Nov 18.
   2. Cancel this MSG 150600 UTC Nov 18.

766. **Andaman Sea – off Barren.** Charts IN 41 473 INT 71. Firing practice by CG Aircraft scheduled on 16, 17 Nov 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 171030 UTC Nov 18.

767. **India West Coast - Gulf of Kachchh.** Charts IN 203 2068 INT 71. Salaya channel buoys Chandri, Tilburn unlit and fairway buoy (22-30N 069-31E) missing.
   2. Cancel NAVAREA VIII MSG 735.

768. **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 NOV 18</td>
<td>0900-1200 AND 1230-1430</td>
</tr>
<tr>
<td>20 NOV</td>
<td>0900-1200</td>
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<tr>
<td>23 NOV</td>
<td>0900-1200 AND 1230-1430</td>
</tr>
<tr>
<td>27 NOV</td>
<td>0900-1200</td>
</tr>
<tr>
<td>30 NOV</td>
<td>0900-1200 AND 1230-1430</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 301530 UTC Nov 18.

769. **NE Indian Ocean.** Chart INT 71. SLFV Jayawe 09 reported adrift 04-36N 090-08E at 130300 UTC Nov 18.
   2. Cancel this MSG 160300 UTC Nov 18.

770. **SW Bay of Bengal.** Charts IN 32 INT 71. SLFV Idusara reported adrift 12-32N 084-12E AT 130350 UTC Nov 18.
   2. Cancel this MSG 160350 UTC Nov 18.

   2. Cancel this MSG 071830 UTC Dec 18.

772. **India West Coast – off Hazira.** Charts IN 2101 2044 INT 71. OSV MT Tapi Progressing work over ops along 21-01.91N 072-33.27E, 21-03.95N 072-31.62E, 21-06.28N 072-31.03E. Wide berth of over 5 nm requested.
   2. Cancel this MSG 251830 UTC Nov 18.

   2. **NE Indian Ocean.** Chart INT 71. SLFV Lakgini reported adrift 04-00N 088-00E at 140300 UTC Nov 18.
   2. Cancel this MSG 170300 UTC Nov 18.

   2. Cancel this MSG 301830 UTC Nov 18.

776. **Change NAVAREA VIII MSG 752/18 and this MSG.**

777. **India West Coast – off Mumbai.** Charts IN 255 292 293 INT 71. RV Pacific Finder towing 2 cables of 130 metre with spread of 200 metre progressing seismic survey in area bounded by 18-35.26N 070-50.74E, 18-41.72N 071-08.93E, 18-29.15N 071-08.95E, 18-26N 071-00.08E with OSV Havila Fortune and tug Meo Sovereign2 working as
5.4

777. **Continued.**
node vessels. Wide berth requested.
2. Cancel this MSG 161830 UTC Dec 18.

778. **India East Coast – off Kakinada.** Charts IN 31 391 INT 71. Firing by Naval ships scheduled from 182330 – 191230 UTC Nov 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 191330 UTC Nov 18.

779. **NE Indian Ocean.** Chart INT 71. Taiwanese vessel Kuong Ying with 09 crews reported adrift 03-01N 086-01E.
2. Cancel this MSG 181000 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>
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<tbody>
<tr>
<td>D6653</td>
<td>Ras Jandoni. Ldg Lts 189' Front</td>
<td>10 15.60 S 40 11.56 N</td>
<td>Fl W 2s</td>
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<td>TE 2012</td>
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<tr>
<td>D6653.1</td>
<td>Rear.715m from front</td>
<td>10 15.97S 40 11.50E</td>
<td>Fl(2)W 5s</td>
<td>. . .</td>
<td>TE 2012</td>
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<tr>
<td>D7653.6</td>
<td>No 25</td>
<td>30 12.19 N 48 57.85 E</td>
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<td>D7654.3</td>
<td>No 36</td>
<td>30 14.61 N 48 55.57 E</td>
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<tr>
<td>D7680.8</td>
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<td>27 04.74 N 53 08.38 E</td>
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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. 21 dated 01 Nov 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. ENCs. A Screen shot of largest scale usage band ENC with the alterations and additions being shown thereon in re d. 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 memoire*. The Mariners Handbook, NP100, Chapter 8 gives general instructions. Where there is insufficient space on the forms an additional sheet should be used.

**Please Note:** An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender’s ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further, communication from National Hydrographic Office to the sender of Hydrographic Notes will only be necessary to verify unusual features or abnormal values reported.
# HYDROGRAPHIC NOTE

For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues

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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)

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<th>IH.102A</th>
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## 1. NAME OF PORT

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

- Type / Purpose
- Minimum depth at anchorage
- Shelter afforded
- Holding ground
- Recommended pilotage to the anchorage

## 4. PILOTAGE

- Authority for request
- Embarkation position
- Regulations
- Documents to be provided
- Recommended pilotage to approach of Harbour and Berths
- Information on VTMS

## 5. DIRECTIONS

- Entry and Berthing Information
- Tides (Height)
- Tidal Stream Information
- Wind Speed and Direction
- Navigational Aids (Beacons / Buoys / Lights / Etc.)

## 6. POLLUTION CONTROL

- Local regulation in force (If Any)

## 7. TUGS

- Number available / Tug type
- Maximum HP / Bollard pull
7. TUGS (Continued)
- Requesting authority
- Availability timing / Communication
- Hiring charges

8. BERTHING AND WHARVES
- Type & Number of berths available
- Length
- Depth alongside
- Facilities available
- Procedure for requesting berth & hiring charges

9. CARGO HANDLING
- Containers
- Lighters & Ro-Ro etc.

10. CRANES
- Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach
- Container handling facilities

11. BRIDGES
- Vertical clearance

12. REPAIRS
- Hull machinery and underwater
- Ship and Boat yards
- Docking or Slipway facilities (Size/Dimensions of vessels handled)
- Hards and Ramps
- Divers / Diving assistance

13. SERVICES
- Radio / FAX / Telephone / Internet etc.
- Medical
- Quarantine
- Consul
- Ship chandlery and Stevedores
- Compass adjustment
- Tank cleaning
- Hull painting
- Police / Ambulance / Firefighting (Fixed and Mobile facilities)
- Nav. Warning and Weather bulletin
- Garbage disposal / Waste oil disposal
- Helicopter landing facilities
14. **RESCUE & DISTRESS**  
Salvage, Lifeboat, Life guards, etc  

15. **SUPPLIES**  
- Fuel (Type, Quantities & Method of delivery)  
- Fresh water (Method of delivery and Rate of supply)  
- Provisions  
- Chart agents  

16. **COMMUNICATIONS**  
- Road, Rail and Air services available  
- Nearest airport or airfield  
- Port Radio and Information Service (Frequencies and Operating Hours)  

17. **PORT AUTHORITY**  
- Designation, Address, Telephone, E-mail Address and Website  

18. **SECURITY**  
- Security of ports / International Ship and Port Facility Security (ISPS) compliance  
- Custom and Immigration Regulations in force  

19. **SMALL CRAFT FACILITIES**  
- Information and facilities for small craft, yachts visiting the port  
- Yacht clubs, berths etc  

20. **SHORT LEAVE**  

21. **CLUBS RECREATION**  
- Information Kiosk (Location)  
- Foreign Exchange firms / Banks (Within / Near Port Area)  
- Places of interest near port  

22. **VIEWS**  
- Photographs (Duly annotated) of the approaches, leading marks, the entrance to the harbour etc.  

23. **ADDITIONAL DETAILS**  
- Any other information considered to be useful for the mariners  

**SIGNATURE OF THE OBSERVER / REPORTER / MASTER**
SATELLITE-DERIVED POSITIONS
Positions obtained from satellite navigation systems are normally referred to World Geodetic System 1984 datum. Such positions can be plotted directly on this chart.

Tidal Streams referred to HW at MUNDRA

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Directions of streams (degrees) | Rates at spring tides (knots) | Rates at neap tides (knots)
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