INDIAN
NOTICES TO MARINERS
EDITION NO. 24 DATED 16 DEC 2018
(CONTAINS NOTICES 182 TO 185)

REACH US 24 x 7

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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) 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.
1. 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>IN132KTV</td>
<td>32</td>
<td>KOCHI (COCHIN) TO VISAKAPATNAM</td>
<td>11-12-2018</td>
</tr>
<tr>
<td>IN2358PY</td>
<td>358</td>
<td>APPROACHES TO PALK BAY</td>
<td>10-12-2018</td>
</tr>
</tbody>
</table>

2. The new edition Indian Electronic Navigational Chart that is 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>IN53005B</td>
<td>3005</td>
<td>GOPALPUR PORT</td>
<td>12-12-2018</td>
</tr>
</tbody>
</table>

3. 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>IN132KVP</td>
<td>32</td>
<td>KOCHI (COCHIN) TO VISAKAPATNAM</td>
<td>14-12-2015</td>
</tr>
<tr>
<td>IN2358PB</td>
<td>358</td>
<td>APPROACHES TO PALK BAY</td>
<td>09-09-2016</td>
</tr>
<tr>
<td>IN53005B</td>
<td>3005</td>
<td>GOPALPUR PORT</td>
<td>13-07-2015</td>
</tr>
</tbody>
</table>

4. The forthcoming Indian Chart is as follows:

<table>
<thead>
<tr>
<th>Chart No</th>
<th>Title</th>
<th>Scale</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>2529</td>
<td>ROUND AND GABRIEL ISLAND</td>
<td>50,000</td>
<td>New Chart</td>
</tr>
</tbody>
</table>

**Availability of ENCs**

The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENCs through the worldwide network of their agents and distributors. Updates are also made available as per the existing policy of the distributor. Mariners and other ENC users may contact the under mentioned for further details:

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

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

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

**M/s IIC Technologies Limited**
B-2-350/5/B-22, Road No. 3, Banjara Hills
Hyderabad - 500 034, Telangana
Tel:+91 4039144444
Fax: +91 4039144455
Email: somnath.marthi@iictechnologies.com
Web: www.iictechnologies.com
SECTION – I

The list of charts affected by the Notices 182 to 185 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>22 (INT 752)</td>
<td>3</td>
<td>183</td>
</tr>
<tr>
<td>32 (INT 754)</td>
<td>5</td>
<td>183, 184, 185</td>
</tr>
<tr>
<td>33 (INT 755)</td>
<td>5</td>
<td>185</td>
</tr>
<tr>
<td>215</td>
<td>3</td>
<td>182</td>
</tr>
<tr>
<td>216</td>
<td>4</td>
<td>182</td>
</tr>
<tr>
<td>220</td>
<td>4</td>
<td>183</td>
</tr>
<tr>
<td>259 (INT 7356)</td>
<td>4</td>
<td>183</td>
</tr>
<tr>
<td>260 (INT 7362)</td>
<td>4</td>
<td>183</td>
</tr>
<tr>
<td>313</td>
<td>5</td>
<td>185</td>
</tr>
<tr>
<td>317</td>
<td>5</td>
<td>184</td>
</tr>
<tr>
<td>356 (INT 7400)</td>
<td>5</td>
<td>185</td>
</tr>
<tr>
<td>358 (INT 7394)</td>
<td>5</td>
<td>184</td>
</tr>
<tr>
<td>391</td>
<td>5</td>
<td>185</td>
</tr>
<tr>
<td>2008</td>
<td>3</td>
<td>182</td>
</tr>
<tr>
<td>2353</td>
<td>3</td>
<td>182</td>
</tr>
<tr>
<td>3001 (INT 7402)</td>
<td>5</td>
<td>185</td>
</tr>
<tr>
<td>3039</td>
<td>5</td>
<td>185</td>
</tr>
</tbody>
</table>
SECTION – II
PERMANENT NOTICES

*182 (24/18) INDIA – WEST COAST – Approaches To karwar – Dumping ground and legend.

Source: DDGPI, Karwar.

Chart 215 [previous update 171/18]
Insert Limit of dumping ground, ————- , joining
(a) 14° 44´·54N., 74° 02´·03E.
(b) 14° 42´·07N., 74° 02´·03E.
(c) 14° 42´·07N., 74° 04´·54E.
(d) 14° 44´·54N., 74° 04´·54E.

Legend “Dumping Ground” centered on 14° 43´·60N., 74° 03´·30E.

Chart 216 [previous update NC 15 Jun 18]
Insert Limit of dumping ground, ————- , joining
(a) 14° 44´·54N., 74° 02´·03E.
(b) 14° 42´·07N., 74° 02´·03E.
(c) 14° 42´·07N., 74° 04´·54E.
(d) 14° 44´·54N., 74° 04´·54E.

Legend “Dumping Ground” centered on 14° 43´·30N., 74° 03´·30E.

Chart 2353 [previous update 100/18]
Insert Limit of dumping ground, ————- , joining
(a) 14° 44´·54N., 74° 02´·03E.
(b) 14° 42´·07N., 74° 02´·03E.
(c) 14° 42´·07N., 74° 04´·54E.
(d) 14° 44´·54N., 74° 04´·54E.

Legend “Dumping Ground” centered on 14° 43´·40N., 74° 03´·30E.

Chart 2008 [previous update 100/18]
Insert Limit of dumping ground, ————- , joining
(a) 14° 43´·30N., 74° 02´·03E.(S border)
(b) 14° 44´·54N., 74° 02´·03E.
(c) 14° 44´·54N., 74° 04´·54E.
(d) 14° 43´·30N., 74° 04´·54E.(S border)

Legend “Dumping Ground” centered on 14° 44´·05N., 74° 03´·30E.

Source: CGRHQ (West)/DSO.

Chart 22(INT 752) [previous update 170/18]
Insert 09° 40´·35N., 76° 14´·19E.

Chart 32(INT 754) [previous update 157/18]
Insert 09° 40´·35N., 76° 14´·19E.

Chart 259(INT 7356) [previous update 170/18]
Insert 09° 40´·35N., 76° 14´·19E.

Chart 260(INT 7362) [previous update 156/18]
Insert 09° 40´·26N., 76° 14´·24E.

Chart 220 [previous update 170/18]
Insert 09° 40´·35N., 76° 14´·19E.

*184 (24/18)  INDIA AND SRI LANKA – Palk Bay Western Portion – Wreck.

Source: IH-102, ICGS Ameya.

Chart 32(INT 754) [previous update 183/18]
Insert 09° 38´·28N., 79° 21´·30E.

Chart 358(INT 7394) [previous update 101/18]
Insert 09° 38´·27N., 79° 21´·42E.

Chart 317 [previous update 161/18]
Insert 09° 38´·19N., 79° 21´·22E.
SECTION – III

TEMPORARY AND PRELIMINARY NOTICES

*185 (P) (24/18)  INDIA – EAST COAST – Kattupalli Port – Construction Work.

Source: Adani Kattupalli Port Pvt Ltd.

1. Berth no. B-3 is under construction bounded by the following coordinates:

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a)</td>
<td>13° 18′75N., 080° 21′19E.</td>
</tr>
<tr>
<td>(b)</td>
<td>13° 18′78N., 080° 21′20E.</td>
</tr>
<tr>
<td>(c)</td>
<td>13° 18′82N., 080° 21′05E.</td>
</tr>
<tr>
<td>(d)</td>
<td>13° 18′79N., 080° 21′04E.</td>
</tr>
</tbody>
</table>

2. Mariners are advised to navigate with caution in the area and contact port authorities for more 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 up to 50 NM from coast. The vessels traversing the nets are likely to be approached by fishing boats for safeguarding nets and lines and should not be mistaken as skiffs and PAG’s. Masters of vessels to report any suspicious activity of fishing vessels immediately to MRCC (Mumbai) on telephone +91-22-24388065, 24316558, Email: - indsar@vsnl.net, 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 /modocs.aspx (registration required) lists identified anomalies, Their characteristics and remedial advice. Mariners are reminded that they should access the International Hydrographic Organization (IHO) data presentation and performance check (DPPC) dataset (news links of http://www.iho.int/srv1) and ensure that all installed ECDIS units are checked.
4. **SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME**

The Director General Shipping has established Safety fairways, recommended routes and traffic separation scheme (TSS) in restricted Indian waters including the offshore development area to enhance safety of navigation. The details of coordinates for the above have been published in the fortnightly Indian Notices to Mariners Edition No 07 of 2018 (01st April 2018).

(a) **Safety Fairways:** An area within which permits are not granted for the erection of oil or gas related structures. The use of a safety fairway is not usually mandatory, but is recommended. Safety fairways have been promulgated in and round offshore development area in Arabian Sea up to the Exclusive Economic Zone (EEZ) due to increased weather related marine accidents and dense traffic. These are mandatory for all Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

(b) **Traffic Separation Schemes (TSS).** The TSS off Mumbai harbour is mandatory for all Indian and foreign flag ships and vessels entering and leaving Mumbai harbour and Jawaharlal Nehru Port Trust (JNPT)/ Nhava-Sheva 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, Iridium and other such satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act. It is intimated to all shipping companies/ shipping agents that use of Thuraya/ Iridium and other such satellite phones are banned in Indian waters and seafarers should not use the same.

Satellite phones can be used only after no objections certificate issued by department of telecommunication (DOT) on a case to case basis. The shipping agents should mandatorily intimate the details of person carrying Thuraya and the particulars of Thuraya, Iridium and other such sets in pre arrival notification on security (PANS).

The unauthorized holders of Thuraya/ Iridium and other such Satellite phones can be prosecuted under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act.

7. **CAUTIONARY NOTE**

There is a finite amount of lag between publication of large and small scale Indian Nautical Charts. To avoid uncertainty the mariners are advised to use large scale charts for coastal navigation wherever applicable and available. In addition, mariners are to refer large scale charts in conjunction with small scale charts in areas where both overlap during both planning and conduct of passage.

8. **ADVISORY FOR ALL VESSELS NAVIGATING INDIAN WATERS**

(a) All vessels navigating in Indian waters are cautioned to keep a sharp look-out for fishing vessels and small crafts, as there have been several incidents of collisions with such vessels in the past resulting in loss of innocent lives as well as damage to property.

(b) It is further cautioned that all vessels need to exercise extreme care while navigating during hours of darkness as such vessels are generally of primitive built (wood/fibre/etc) due to which it may not be detected on ship’s radar, especially during adverse weather conditions. Also, such vessels may not be properly lit, or sometimes, only one vessel may be lit among multiple vessels in a cluster.
(c) The general areas of concern on the west coast of India are the areas of convergence and divergence of traffic, mainly between Mangalore to Kanyakumari (Cape Comorin). Further, in these areas, additional caution needs to be exercised and wide berth be given to all such vessels.

(d) All fishing vessels are also cautioned to avoid fishing in areas having high density traffic. All fishing vessels are also required to always maintain proper lookout by sight, hearing and by all available means and comply with all applicable provisions of Collision Regulations.
### List of Indian Chart Agents

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Address</th>
<th>Contact Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>OSA Books and Periodicals</td>
<td>R-246, Greater Kailash –I, New Delhi - 110 048</td>
<td>Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: <a href="mailto:rpani246@gmail.com">rpani246@gmail.com</a></td>
</tr>
<tr>
<td>M/s VDO Marine Instruments</td>
<td>Shanghai Building, PO Bag No – 645, 45/271, Corner of Bristow &amp; Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: <a href="mailto:atmain@md4.vsnl.net.in">atmain@md4.vsnl.net.in</a></td>
<td></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 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>
<td></td>
</tr>
<tr>
<td>SMS Marine Private Ltd</td>
<td>505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 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>
<td></td>
</tr>
<tr>
<td>M/s C &amp; C Marine Combine</td>
<td>25 Bank Street, 1st Floor, Fort Mumbai - 400 023 Tel: 91-22- 22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: <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>
<td></td>
</tr>
<tr>
<td>M/s Global Marine Infratech Pvt. Ltd.</td>
<td>SikshaSandan, Ground Floor, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +91-9337477799, 7077702499 Email: <a href="mailto:tusarkantha@gmiindia.in">tusarkantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a></td>
<td></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 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email: <a href="mailto:mms@mtnl.net.in">mms@mtnl.net.in</a>, <a href="mailto:charts@mtnl.net.in">charts@mtnl.net.in</a></td>
<td></td>
</tr>
<tr>
<td>L. R. Marine Services</td>
<td>301, 3rd Floor, Birya House, 265, PerinNariman Street, Fort, Mumbai - 400 001. Tel: +91-22-2269 1535, Fax: +91-22-66359148 Cell No: +91 8108926880/ +91 98214 60258 Email: <a href="mailto:lrcharts@gmail.com">lrcharts@gmail.com</a>, <a href="mailto:lrmarine@live.com">lrmarine@live.com</a></td>
<td></td>
</tr>
<tr>
<td>M/s Lift o Marine</td>
<td>Allen’s Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 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>
<td></td>
</tr>
<tr>
<td>IIC Technologies Limited</td>
<td>8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 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> Web: <a href="http://www.iictechnologies.com">www.iictechnologies.com</a></td>
<td></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 Tel/ Fax: +91-22- 27708011 Email: <a href="mailto:zenithsurveys703@gmail.com">zenithsurveys703@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>
<td></td>
</tr>
</tbody>
</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 – 2016.

2. NAVAREA VIII Warnings in force on 15 Dec 18:

<table>
<thead>
<tr>
<th>Series</th>
<th>Message Number</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>305 345 394 493685 762 814 829 866</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>047 222 312 341 343 348 372 375 418 428 471 481 542 550 562 567 604 625 661</td>
<td></td>
</tr>
<tr>
<td></td>
<td>722 746 758 767 773 777 799 801 815 816 818 824 826 829 830 835 840 843 844 845 846 848</td>
<td></td>
</tr>
<tr>
<td></td>
<td>849 850 851 852 853 854 855 856 857 858 859 860 861</td>
<td></td>
</tr>
</tbody>
</table>

3. NAVAREA VIII Warnings issued during the period from 01 Dec 18 to 15 Dec 18 (both dates inclusive) are as tabulated below:

819. South Bay of Bengal. Charts IN 33 INT 71. Capsized fishing trawler reported 06-00N 084-44E at 292230 UTC Nov 18.
   1. Cancel this MSG 032230 UTC Dec 18.

820. Andaman Sea – off Havelock. Charts IN 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.
   1. Cancel this MSG 121830 UTC Dec 18.

821. Andaman Sea – off Barren. Charts IN 41 473 INT 71. Firing practice by CG aircraft scheduled on 06, 07 Dec 18 from 0430-0930 UTC in danger area bounded by 11-50N to 12-00N and 093-40E to 094-10E.
   1. Cancel this MSG 071030 UTC Dec 18.

   1. Cancel this MSG 051830 UTC Jan 19.


   1. Vessel towing 10 cables of 8100 metres each. Wide berth requested.
   2. Cancel this MSG 201830 UTC Jan 19.

825. IMO, IHO, WMO inform maritime community of the planned INMARSAT I-3 to I-4 satellite migration in Indian ocean region on 12 Dec 18.
   1. For further details of migration plan and new satellite footprints consult INMARSAT at https://www.inmarsat.com/i3-i4-services-migration
   2. Cancel NAVAREA VIII MSG 794.


827. Cancel NAVAREA VIII MSG 804/18 and this MSG.

   1. Cancel this MSG 110900 UTC Dec 18.

829. India West Coast - off Beyapore. Charts IN 219 INT 71. INS Sutlej progressing hydrographic survey in area bounded within 11-05N to 11-31.6N and 075-31E to 075-48.4E. Wide berth from ship and survey boats requested.
   1. Cancel this MSG 301830 UTC Dec 18.

830. Andaman Sea – Revrllo Channel. Charts IN 408 INT 71. INS Nirupak progressing hydrographic survey in area bounded within 07-50.3N to 08-03.6N and 093-23.3E to 093-32E. Wide berth from ship and survey boats requested.
   1. Cancel this MSG 251830 UTC Dec 18.

831. NAVAREA VIII warnings in force as on 07 Dec 18:-

<table>
<thead>
<tr>
<th>Series</th>
<th>Message Number</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>305 345 394 493685 762 814 829 866</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>047 222 312 341 343 348 372 375 418 428 471 481 542 550 562 567 604 625 661</td>
<td></td>
</tr>
<tr>
<td></td>
<td>625 661 674 722 736 746 758 767 773 777 799 801 802 803 811 814 815 816 818 820 823 824 825 826 828 829 830</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(A) NAVAREA VIII warnings less than 42 days promulgated via Safetynet.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(B) Text of NAVAREA VIII warnings in force including those which no longer broadcast available in <a href="http://www.hydrobharat.gov.in">www.hydrobharat.gov.in</a></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Cancel this MSG 141830 UTC Dec 18.</td>
<td></td>
</tr>
</tbody>
</table>
Lakshadweep Sea – off Cape Comorin. Charts IN 263 INT 71. SLFV Raveena Duwa1 reported adrift07-22N 077-57E at 070600 UTC Dec 18.
2. Cancel this MSG 100600 UTC Dec 18.

2. Cancel NAVAREA VIII MSG 828/18 and this MSG Dec 18.

2. Cancel NAVAREA VIII MSG 828/18 and this MSG 110430 UTC Dec 18.

India East Coast – off Gopalpur. Charts IN 273 INT 71. SLFV ChutiImaya reported adrift 07-53N 074-16E at 100330 UTC Dec 18.
2. Cancel this MSG 130330 UTC Dec 18.

India East Coast – off Minicoy. Charts IN 273 INT 71. SLFV ChutiImaya reported adrift 07-53N 074-16E at 100330 UTC Dec 18.
2. Cancel this MSG 130330 UTC Dec 18.

2. Cancel NAVAREA VIII MSG 828/18 and this MSG Dec 18.

India East Coast – off Minicoy. Charts IN 273 INT 71. SLFV ChutiImaya reported adrift 07-53N 074-16E at 100330 UTC Dec 18.
2. Cancel this MSG 130330 UTC Dec 18.

2. Cancel NAVAREA VIII MSG 828/18 and this MSG Dec 18.

India East Coast – off Minicoy. Charts IN 273 INT 71. SLFV ChutiImaya reported adrift 07-53N 074-16E at 100330 UTC Dec 18.
2. Cancel this MSG 130330 UTC Dec 18.

Central Lakshadweep Sea. Charts IN 261 INT 71. SLFV ChutiImaya reported adrift 07-53N 074-16E at 100330 UTC Dec 18.
2. Cancel NAVAREA VIII MSG 836/18 and this MSG 140145 UTC Dec 18.

2. Cancel this MSG 160830 UTC Dec 18.

India West Coast. Charts IN 21 251 254 255 292 INT 71. Rig list:-
ACTINIA 19-19.57N 071-01.61E
CE THORNTON 18-35.38N 072-17.46E
DEEP SEA MATDRILL 19-39.98N 071-35.75E
FG MCCLINTOCK 18-16.38N 072-22.81E
GREAT DRILL CHAAAYA 18-37.24N 072-14.94E
GREAT DRILL CHAAARU 20-05.50N 071-53.13E
GREAT DRILL CHETNA 21-37.96N 071-35.75E
GREAT DRILL CHITRA 19-22.58N 071-00.85E
HARVEY H WARD 19-10.80N 070-59.01E
JINDAL STAR 20-14.88N 071-57.76E
JINDAL SUPREME 19-14.58N 071-52.46E
JT ANGEL 19-35.37N 071-38.70E
PARAMESWARA 22-55.80N 068-21.48E
SAGAR GAURAV 19-35.93N 070-57.18E
SAGAR KIRAN 19-58.41N 070-24.11E
SAGAR SHAKTI 19-15.95N 070-56.47E
SAGAR UDAY 19-08.42N 070-53.87E
TRIDENT II 19-19.47N 071-12.06E
TRIDENT XII 18-44.96N 072-20.01E
VALIANT DRILLER 19-15.20N 072-02.17E
VIRTUE-I 18-36.12N 071-01.59E
VIVEKANANDA1 18-36.12N 071-01.59E
VIVEKANANDA2 19-11.05N 072-11.20E
2. Wide berth requested.

2. Cancel this MSG 180730 UTC Dec 18.

India East Coast – off Gopalpur. Charts IN 352 INT 71. SV Samudra Kaustubh progressing survey in area bounded by 19-35.34N to 19-37.48N and 085-34.99E to 085-41.8E. Wide berth requested.
2. Cancel this MSG 311830 UTC Dec 18.
5.3

845. **Andaman Sea – off Great Nicobar.** Charts IN 33 471 INT 71. SV Samudra Ratnakar progressing seismic survey in area bounded by 06-35.81N 090-06.97E, 06-35.48N 093-41.43E, 07-00.16N 093-28.19E, 07-36.72N 093-28.74E, 07-36.52N 89-43.87E. Vessel towing cable of 03 KM marked with Tail Buoy FL R LT. Wide berth requested.

2. Cancel this MSG 051830 UTC Jan 19.

846. **India East Coast.** Charts IN 31 355 356 357 INT 71. Rig list:

- ABAN II 16-39.01N 082-22.73E
- DEEP DRILLER 16-40.09N 082-25.43E
- DSR DDKG1 16-11.96N 082-35.00E
- ESSAR WILDCAT 16-15.79N 082-09.07E
- JACK BATES 16-25.70N 082-23.43E
- SSV LOUISIANA 16-19.30N 082-21.70E
- OLINDA STAR 15-21.91N 080-31.91E
- 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.

3. Cancel NAVAREA VIII MSG 802.

847. **India West Coast.** Charts IN 21 251 254 255 29 INT 71. Rig list:

- ACTINIA 19-19.57N 071-01.61E
- CE THORNTON 18-35.38N 072-17.46E
- DEEP SEA MATDRILL 19-39.98N 071-35.75E
- FG MCCINTOCK 19-24.01N 071-15.55E New
- 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 19-10.80N 070-59.01E
- 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 19-58.41N 072-24.11E
- SAGAR SHAKTI 19-15.95N 070-56.47E
- SAGAR UDAY 17-01.00N 072-25.00E
- TRIDENT II 19-19.47N 071-12.06E
- 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 802.


2. Cancel this MSG 031830 Jan 19.

849. **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>18 Dec 18</td>
<td>0900-1200</td>
</tr>
<tr>
<td>21 Dec 18</td>
<td>0900-1200 and 1230-1430</td>
</tr>
<tr>
<td>28 Dec 18</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 281530 UTC Dec 18.

850. **India East Coast – Vishakhapatnam.** Charts IN 308 3002 INT 71. Firing by Naval Coast Battery scheduled on 19 Dec 18 from 0001 to 0130 UTC in danger sector extending upto 17 NM between bearing 070 and 130 from 17-42N 083-18E.

2. Cancel this MSG 190230 UTC Dec 18.

851. **South Indian Ocean.** Charts INT 70 71. Fallout Hazard predicted from rocket Soyous VS20 daily from 18 Dec 18 to 17 Jan 19 from 1855 - 2012 UTC in area bounded by 41-18S 085-06E, 17-54S 091-30E, 18-06S 092-24E, 41-30S 085-48E.

2. Cancel this MSG 172115 UTC Jan 19.

852. **Andaman Sea – off Barren.** Charts IN 41 473 INT 71. Firing by CG Aircraft scheduled on 19, 20, 26, 27 Dec 18.
5.4

852. Continued.
from 0430 to 0930 UTC in danger area bounded within 11-50N to 12-00N and 093-40E TO 094-10E.
2. Cancel this MSG 271030 UTC Dec 18.

853. Central Bay of Bengal and Andaman Sea. Charts IN 33 41 471 INT 71. GSLV launch scheduled from 19 to 21 Dec 18 from 0330 to 1430 UTC from 13-43.2N 080-13.8E.
2. Danger Zone as follows:-
   Zone -1: Circle of 10 NM around launcher
   Zone–2: 12-50N 085-40E, 12-50N 085-00E, 12-00N 086-20E, 11-35N 086-10E
   Zone–4: 08-10N 095-10E, 09-50N 095-10E, 09-50N 096-05E, 08-10N 096-05E
3. Cancel this MSG 211530 UTC Dec 18.

854. India West Coast. Charts IN 21 251 254 255 292 INT 71. Rig list:
   ACTINIA 19-27.04N 071-01.19ENew
   CE THORNTON 18-35.38N 072-17.46E
   DEEP SEA MATDRILL 19-39.98N 071-35.75E
   FG MCCLINTOCK 19-24.01N 071-15.55E
   GREAT DRILL CHAAYA 18-37.24N 072-14.94E
   GREAT DRILL CHAARU 20-05.50N 080-13.8E
   GREAT DRILL CHETNA 21-37.96N 068-26.41E
   GREAT DRILL CHITRA 19-22.58N 071-00.85E
   HARVEY H WARD 19-10.80N 070-59.01E
   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 19-35.38N 072-17.46E
   SAGAR GAURAV 19-35.93N 070-57.18E
   SAGAR KIRAN 19-58.41N 072-24.11E
   SAGAR SHAKTI 19-15.95N 070-56.47E
   SAGAR UDAY 19-08.42N 070-53.87E
   TRIDENT II 19-19.47N 071-12.06E
   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
   VIVEKANANDA 18-36.12N 071-01.59E
   VIVEKANANDA2 19-11.05N 072-11.20E

2. Wide berth requested.
3. Cancel NAVAREA VIII MSG 847.

2. Cancel this MSG 041830 UTC Jan 19.

2. Cancel this MSG 151830 Jan 19.

857. India West Coast – off Mumbai. Charts IN 254 INT 71. SV Pacific Finder alongwith OSV Havila Fortune and Tug Meo Sovereign 2 will progress seismic survey from 16 Dec 18 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. Vessel towing 130 metres cable. Wide berth requested.
2. Cancel this MSG 141830 Jan 19.

858. NAVAREA VIII warnings in force as on 14 Dec 18:-
   2017 Series – 305 345 394 493 685 762 814 829 866
   2018 Series – 047 222 312 341 343 348 372 375 418 428 471 481 512 547 562 567 604 625
   661 722 746 758 767 773 777 799 801 815 816 818 824 826 829 830 835 838 840 843
   844 845 846 848 849 850 851 852 853 854 855 856 857
   (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 151830 Jan 19.

2. Cancel this MSG 171400 UTC Dec 18.

860. Continued.
2. Cancel this MSG 301830 UTC Dec 18.

| 861. India West Coast - off Mumbai | Charts IN 211 255 INT 71. Fishing Boat Jai Kodiyar Maa 18.4X5.6 metres reported sunk 19-06.04N 072-25E. |
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>F1740</td>
<td>Malang Papan</td>
<td>01 24.10 N 103 59.34 E</td>
<td>Fl G 5s</td>
<td>6</td>
<td>5</td>
<td>Green Δ on green Post, concrete base 4</td>
<td></td>
</tr>
<tr>
<td>F1744</td>
<td>Loyang. Dir Lt 131°</td>
<td>01 22.97 N 103 57.92 E</td>
<td>Dir Fl (2)WRG</td>
<td>6</td>
<td>W10</td>
<td>Red mast on red piles Fl(2) G128°-129°(1°). Fl(2) W129°-133°(4°). Fl(2) R133°-135°(2°).</td>
<td></td>
</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. 21 dated 01 Nov 2018)
NIL

NP 31(5), 2017
(Last correction: Edition No. 23 dated 01 Dec 2018)

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

PAGES 4 & 5 BANGLADESH, CHITTAGONG
Delete entry and replace by:

CHITTAGONG 22°14’N 91°49’E
UNCTAD LOCODE: BD CGP

Pilots

CONTACT DETAILS:

Chittagong Pilots

Call: Port Radio Control
VHF Channel: Ch 12 16
Telephone: +880 31 2510839
          +880 31 2510854
          +880 31 726916
E-mail: oac@cpa.gov.bd
       hm@cpa.gov.bd
Website: www.cpa.gov.bd

HOURS: H24

PROCEDURE:
1. **Pilotage is compulsory** for all vessels of 200 GT and over inward/outward-bound of Karnaphuli River and is available HW only.
2. Pilotage is highly recommended for vessels having a draught of more than 9.5m that intend to anchor at A or B anchorages.
3. Pilotage is recommended for other vessels maneuvering within the Chittagong outer anchorages area.
4. **Notice of ETA:** Vessels should call on VHF Ch 16 and report ETA when 12 nautical miles from the port.
(5)Vessel should arrive at the pilot boarding ground at least 3h before daylight HW.
(6)Vessel due to enter in the next 24h period should anchor in the relevant anchorage and keep watch on VHF from at least 3h before Pilot boarding time.
(7) **Pilot boards** in position 22° 11' .90N 91° 46' .85E (Karnaphuli Channel).

**Port**
- Call: Port Radio Control
- VHF Channel: Ch 16, 12
- RT Channel(kHz): 2182
- Telephone: +880 31 252200-29 (Switchboard)
- Fax: +880 31 2510889
- E-mail: info@cpa.gov.bd
- Website: www.cpa.gov.bd

**Deputy Conservator**
- Telephone: +880 31 2510842
- E-mail: dc@cpa.gov.bd

**HrMr**
- Telephone: +880 31 2510839
- E-mail: hm@cpa.gov.bd

**Dock Master**
- Telephone: +880 31 2510854
- E-mail: dm@cpa.gov.bd

**NOTE:**
The Port Authority has introduced measures to protect vessels in the port from acts of piracy or armed robbery. Vessels are advised to report any attack immediately to the Port radio Control on VHF Ch 12. Attention is also drawn to the COMMERCIAL OPERATIONS Piracy section in The Mariners Handbook (NP 100)

(Source: BA 48/18) (24/18)
SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

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

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

5. ENC. A Screen shot of largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected cell should be sent along with details of the ECDIS make and version in use at the time.

Depth Reporting

6. When soundings are obtained using echo sounders, the echo sounding trace should be duly annotated with date, times, position, depths, etc., and forwarded with the IH102. It is important to state whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel’s draught should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name and type of echo sounder should also be given.

7. For modern echo sounders that use electronic ‘range gating’, care should be taken that the correct range scale and appropriate gate width are in use. Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set’s nominal range can usually be recognised by the following:

(a) the trace being weaker than normal for the depth recorded;
(b) the trace passing through the transmission line;
(c) the feathery nature of the trace.
As a check that apparently shoal soundings are not due to echoes received beyond the set’s nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from the charted depths. Efforts should be made to identify and negate false echoes if any. The Mariners Handbook (NP100) and Notice 15 Special Edition of Notice to Mariners may be consulted.

8. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be notified.

9. Reports of shoal soundings, uncharted dangers and aids to navigation out of order should, at the mariner’s discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers in such that any uncharted depth under 30 meters or 15 fathoms may be of sufficient importance to justify a radio message.

10. Changes to Port information should be forwarded on Form IH.102A together with form IH.102. Form 102A contains the information required for Sailing Directions and should be used as an aide 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 | IH.102  
|                   | (Revised 2012)  
| For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues  
| Date | Ref. Number  
| Name of the Ship or Sender |  
| Address |  
| Tel/FAX/E-mail address |  
| Observation Date | Time (UTC/IST)  
| Object of Changes Observed (Tick appropriate) |  
| Bathymetry | Nav. Dangers | Nav. aids |  
| Designated Areas | Others |  
| Geographical Position (See Instructions Overleaf) |  
| Latitude | Longitude |  
| Position Method |  
| DGPS | GPS | Radar | Others |  
| Datum Used |  
| WGS84 | Everest | Others |  
| Charts Affected | Edition |  
| Latest Edition of Indian Notices to Mariners Held |  
| Tracing/Plot/Photograph if enclosed |  
| ENCs Affected |  
| Latest Update Disk Held |  
| Publication Affected | Edition |  
| Page No./Light No. etc |  
| Details: |  
| Limitations if any in Reporting the Changes Above |  
| Details of Documents/Photos attached: |  
| Signature of the Master/Reporter/Observer |  

<table>
<thead>
<tr>
<th>HYDROGRAPHIC NOTE FOR PORT INFORMATION (To accompany Form IH.102)</th>
<th>IH.102A (Revised 2012)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Ref. No.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Name of the Ship or Sender</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Address</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Tel/Fax/E-mail</strong></td>
<td></td>
</tr>
</tbody>
</table>

### 1. NAME OF PORT

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

- **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)

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

8. BERTHING AND WHARVES

<table>
<thead>
<tr>
<th>Type &amp; Number of berths available</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
</tr>
<tr>
<td>Depth alongside</td>
</tr>
<tr>
<td>Facilities available</td>
</tr>
<tr>
<td>Procedure for requesting berth &amp; hiring charges</td>
</tr>
</tbody>
</table>

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

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

### 16. COMMUNICATIONS

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

### 17. PORT AUTHORITY

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Designation, Address, Telephone, E-mail Address and Website</td>
<td></td>
</tr>
</tbody>
</table>

### 18. SECURITY

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

### 19. SMALL CRAFT FACILITIES

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information and facilities for small craft, yachts visiting the port</td>
<td></td>
</tr>
<tr>
<td>Yacht clubs, berths etc</td>
<td></td>
</tr>
</tbody>
</table>

### 20. SHORT LEAVE

### 21. CLUBS RECREATION

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Kiosk (Location)</td>
<td></td>
</tr>
<tr>
<td>Foreign Exchange firms / Banks (Within / Near Port Area)</td>
<td></td>
</tr>
<tr>
<td>Places of interest near port</td>
<td></td>
</tr>
</tbody>
</table>

### 22. VIEWS

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

### 23. ADDITIONAL DETAILS

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any other information considered to be useful for the mariners</td>
<td></td>
</tr>
</tbody>
</table>

### SIGNATURE OF THE OBSERVER / REPORTER / MASTER

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
</table>
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: VABBXYXC