# INDIAN
# NOTICES TO MARINERS

**EDITION NO. 12 DATED 16 JUN 2019**

(CONTAINS NOTICES 147 TO 156)

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Maritime Safety Information Services  
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(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)

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

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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/ Email 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

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**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 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>
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<td>293</td>
<td>MUMBAI TO NEW MANGALORE</td>
<td>12-06-2019</td>
</tr>
<tr>
<td>IN2354SS</td>
<td>354</td>
<td>SACRAMENTO SHOAL TO KALINGAPATNAM</td>
<td>11-06-2019</td>
</tr>
</tbody>
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2. The new edition 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>
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<tr>
<td>IN3301HR</td>
<td>301</td>
<td>APPROACHES TO HUGLI RIVER</td>
<td>11-06-2019</td>
</tr>
<tr>
<td>IN2351PP</td>
<td>351</td>
<td>PARADIP TO PUSSUR RIVER</td>
<td>11-06-2019</td>
</tr>
<tr>
<td>IN53038A</td>
<td>3038</td>
<td>APPROACHES TO DHAMRA PORT</td>
<td>11-06-2019</td>
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3. The Indian Electronic Navigational Charts that are permanently withdrawn are as follows:-

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<th>ENC Cell Name</th>
<th>Chart No.</th>
<th>Title</th>
<th>Issue Date</th>
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<td>293</td>
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<td>301</td>
<td>APPROACHES TO HUGLI RIVER</td>
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<td>354</td>
<td>SACRAMENTO SHOAL TO KALINGAPATNAM</td>
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<tr>
<td>IN53038A</td>
<td>3038</td>
<td>APPROACHES TO DHAMRA PORT</td>
<td>25-01-2018</td>
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</tbody>
</table>

Availability of ENCs

The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENCs through the 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
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Tel:+91 4039144444
Fax:+91 4039144455
Email: somnath.marthi@iictechnologies.com
Web: www.iictechnologies.com
**SECTION – I**

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<td>3028 (INT 7404)</td>
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</tbody>
</table>
SECTION – II

PERMANENT NOTICES

*147 (12/19) ARABIAN SEA – COASTS OF PAKISTAN AND INDIA – Sir Creek to Dwarka – Wreck.

Source: CGDHQ-I/DOPO.

Chart 21 [previous update 128/19]
Insert 22° 49´·00N., 67° 35´·00E.

Chart 291 [previous update 127/19]
Insert 22° 49´·00N., 67° 35´·00E.

Chart 271 [previous update 127/19]
Insert 22° 49´·00N., 67° 35´·00E.

Chart 251 (INT 7318) [previous update 127/19]
Insert 22° 49´·00N., 67° 35´·00E.

*148 (12/19) INDIA – WEST COAST – Navibandar to Veraval – Wreck and Depth.

Source: NHO, Dehradun.

Chart 205 [previous update 128/19]
Move from: 21° 28´·40N., 69° 24´·81E.
to 21° 28´·40N., 69° 25´·31E.
Delete depth, 35

*149 (12/19) INDIA – WEST COAST – Diu Head to Gopnath Point – Wind Station.

Source: National Institute of Wind Energy (NIWE).

Chart 254 (INT 7331) [previous update 137/19]
Insert Wind Station (16) 20° 46´·56N., 71° 40´·14E.

Chart 207 [previous update 137/19]
Insert Wind Station (16) 20° 46´·59N., 71° 40´·13E.

Former INTM 079(T)/17 is cancelled.
2.2

*150 (12/19)  INDIA – WEST COAST – Inner App. to Mumbai – Submarine Cable.

Source: UKHO.

**Chart 21** *(previous update 147/19)*

Insert submarine cable, , joining:

19° 07´·83N., 72° 48´·80E.
19° 07´·34N., 72° 47´·65E.
19° 07´·31N., 72° 47´·14E.
19° 06´·80N., 72° 46´·34E.
19° 02´·05N., 72° 35´·69E.
19° 01´·03N., 72° 28´·16E.
19° 00´·27N., 72° 25´·94E.
19° 01´·13N., 72° 18´·82E.
19° 00´·97N., 72° 18´·10E.
19° 01´·22N., 72° 15´·09E.
18° 50´·37N., 72° 09´·40E.
18° 42´·08N., 71° 51´·35E.
18° 41´·41N., 71° 50´·85E.
18° 40´·72N., 71° 50´·82E.
18° 39´·70N., 71° 49´·94E.
18° 39´·05N., 71° 48´·17E.
18° 02´·82N., 70° 35´·47E.
17° 59´·79N., 70° 33´·08E.
17° 56´·76N., 70° 28´·95E.
17° 50´·27N., 70° 13´·27E.
17° 49´·91N., 70° 12´·16E.
17° 48´·93N., 70° 08´·05E.
17° 46´·80N., 70° 03´·05E.
17° 40´·03N., 69° 54´·51E.
17° 38´·56N., 69° 51´·68E.
17° 36´·81N., 69° 46´·59E.
17° 32´·51N., 69° 31´·51E.
17° 32´·26N., 69° 30´·74E.
17° 30´·61N., 69° 27´·75E.
17° 30´·00N., 69° 27´·22E. (S Border)
Insert submarine cable, joining:

19° 07´·83N., 72° 48´·80E.
19° 07´·34N., 72° 47´·65E.
19° 07´·31N., 72° 47´·14E.
19° 06´·80N., 72° 46´·34E.
19° 02´·05N., 72° 35´·69E.
19° 01´·03N., 72° 28´·16E.
19° 00´·27N., 72° 25´·94E.
19° 01´·13N., 72° 18´·82E.
19° 00´·97N., 72° 18´·10E.
19° 01´·22N., 72° 15´·09E.
18° 50´·37N., 72° 09´·40E.
18° 42´·08N., 71° 51´·35E.
18° 41´·41N., 71° 50´·85E.
18° 40´·72N., 71° 50´·82E.
18° 39´·70N., 71° 49´·94E.
18° 39´·05N., 71° 48´·17E.
18° 02´·82N., 70° 35´·47E.
17° 59´·79N., 70° 33´·08E.
17° 56´·76N., 70° 28´·95E.
17° 50´·27N., 70° 13´·27E.
17° 49´·91N., 70° 12´·16E.
17° 48´·93N., 70° 08´·05E.
17° 46´·80N., 70° 03´·05E.
17° 40´·03N., 69° 54´·51E.
17° 38´·56N., 69° 51´·68E.
17° 36´·81N., 69° 46´·59E.
17° 32´·51N., 69° 31´·51E.
17° 32´·26N., 69° 30´·74E.
17° 30´·61N., 69° 27´·75E.
17° 27´·77N., 69° 25´·27E.
17° 25´·42N., 69° 24´·33E.
17° 24´·08N., 69° 23´·97E.
17° 21´·38N., 69° 24´·04E.
2.4

*150 (12/19) INDIA – WEST COAST – Inner App. to Mumbai – Submarine Cable. (Continued).

Chart 293 (INT 7022) [previous update 130/19]

Insert submarine cable, , joining:

19° 07´·83N., 72° 48´·80E.
19° 07´·34N., 72° 47´·65E.
19° 07´·31N., 72° 47´·14E.
19° 06´·80N., 72° 46´·34E.
19° 02´·05N., 72° 35´·69E.
19° 01´·03N., 72° 28´·16E.
19° 00´·27N., 72° 25´·94E.
19° 01´·13N., 72° 18´·82E.
19° 00´·97N., 72° 18´·10E.
19° 01´·22N., 72° 15´·09E.
18° 50´·37N., 72° 09´·40E.
18° 42´·08N., 71° 51´·35E.
18° 41´·41N., 71° 50´·85E.
18° 40´·72N., 71° 50´·82E.
18° 39´·70N., 71° 49´·94E.
18° 39´·05N., 71° 48´·17E.
18° 02´·82N., 70° 35´·47E.
17° 59´·79N., 70° 33´·08E.
17° 56´·76N., 70° 28´·95E.
17° 53´·06N., 70° 20´·00E. (W Border)

Chart 292 (INT 7021) [previous update 137/19]

Insert submarine cable, , joining:

19° 07´·83N., 72° 48´·80E.
19° 07´·34N., 72° 47´·65E.
19° 07´·31N., 72° 47´·14E.
19° 06´·80N., 72° 46´·34E.
19° 02´·05N., 72° 35´·69E.
19° 01´·03N., 72° 28´·16E.
19° 00´·27N., 72° 25´·94E.
19° 01´·13N., 72° 18´·82E.
19° 00´·97N., 72° 18´·10E.
19° 01´·22N., 72° 15´·09E.
18° 50´·37N., 72° 09´·40E.
18° 42´·08N., 71° 51´·35E.
18° 41´·41N., 71° 50´·85E.
18° 40´·72N., 71° 50´·82E.
18° 39´·70N., 71° 49´·94E.
18° 39´·05N., 71° 48´·17E.
18° 10´·00N., 70° 49´·86E. (S Border)
*150 (12/19)  INDIA – WEST COAST – Inner App. to Mumbai – Submarine Cable. (Continued).

Chart 255 (INT 7334) [previous update 113/19]

Insert submarine cable, , joining:

- 19° 07´·83N., 72° 48´·80E.
- 19° 07´·34N., 72° 47´·65E.
- 19° 07´·31N., 72° 47´·14E.
- 19° 06´·80N., 72° 46´·34E.
- 19° 02´·05N., 72° 35´·69E.
- 19° 01´·03N., 72° 28´·16E.
- 19° 00´·27N., 72° 25´·94E.
- 19° 01´·13N., 72° 18´·82E.
- 19° 00´·97N., 72° 18´·10E.
- 19° 01´·22N., 72° 15´·09E.
- 18° 50´·37N., 72° 09´·40E.
- 18° 42´·08N., 71° 51´·35E.
- 18° 41´·41N., 71° 50´·85E.
- 18° 40´·72N., 71° 50´·82E.
- 18° 39´·70N., 71° 49´·94E.
- 18° 39´·05N., 71° 48´·17E.
- 18° 15´·00N., 70° 59´·88E. (S Border)

Chart 211 [previous update 113/19]

Insert submarine cable, , joining:

- 19° 07´·83N., 72° 48´·80E.
- 19° 07´·34N., 72° 47´·65E.
- 19° 07´·31N., 72° 47´·14E.
- 19° 06´·80N., 72° 46´·34E.
- 19° 02´·05N., 72° 35´·69E.
- 19° 01´·03N., 72° 28´·16E.
- 19° 00´·27N., 72° 25´·94E.
- 19° 01´·13N., 72° 18´·82E.
- 19° 00´·97N., 72° 18´·10E.
- 19° 01´·22N., 72° 15´·09E.
- 18° 50´·37N., 72° 09´·40E.
- 18° 42´·08N., 71° 51´·35E.
- 18° 41´·41N., 71° 50´·85E.
- 18° 40´·72N., 71° 50´·82E.
- 18° 39´·70N., 71° 49´·94E.
- 18° 39´·05N., 71° 48´·17E.
- 18° 15´·00N., 70° 59´·88E. (S Border)

Chart 2016 (INT 7336) [previous update 113/19]

Insert submarine cable, , joining:

- 19° 02´·70N., 72° 37´·41E. (N Border)
- 19° 02´·05N., 72° 35´·69E.
- 19° 01´·03N., 72° 28´·16E.
- 19° 00´·45N., 72° 26´·50E. (W Border)
*151 (12/19)  INDIA – WEST COAST – Port Dabhol – Legend.

Source: Konkan LNG Private Ltd.

**Chart 2065 [previous update 089/17]**

Substitute legend “KLPL JETTY” for “RGPPL JETTY”, centered on: 17° 31´·94N., 73° 08´·85E.


Source: IH-102, INS Jamuna.

**Chart 293 (INT 7022) [previous update 150/19]**

Insert 15° 46´·01N., 73° 36´·19E.
Delete 15° 46´·77N., 73° 36´·32E.

**Chart 257 (INT 7343) [previous update 130/19]**

Insert 15° 45´·95N., 73° 36´·23E.
Delete 15° 46´·71N., 73° 36´·36E.

**Chart 213 [previous update 129/19]**

Insert 15° 46´·01N., 73° 36´·19E.
Delete 15° 46´·77N., 73° 36´·32E.

**Chart 214 [previous update 130/19]**

Insert 15° 46´·01N., 73° 36´·19E.
Delete 15° 46´·77N., 73° 36´·32E.

**Chart 2043 [previous update NC 28 Feb 18]**

Insert 15° 46´·01N., 73° 36´·19E.
Delete 15° 46´·77N., 73° 36´·32E.

**Chart 2046 [previous update 046/18]**

Insert 15° 46´·01N., 73° 36´·19E.
Delete 15° 46´·77N., 73° 36´·32E.


Source: INS Sarvekshak.

**Chart 2029 (INT 7358) [previous update 139/19]**

Insert legend “Venduruthy Channel”, centered on: 09° 56´·00N., 76° 17´·23E.

**Chart 2004 (INT 7359) [previous update 139/19]**

Insert legend “Venduruthy Channel”, centered on: 09° 56´·00N., 76° 17´·21E.
*154 (12/19)  INDIA – EAST COAST – Kamarajar Port – Legend.

Source: Kamarajar Port Ltd.

Chart 3028 (INT 7404) [previous update 044/18]
Insert legend “General Cargo Berth (GCB)”, centered on: 13° 16’·55N., 80° 20’·57E.
Delete legend “NAVYUG JETTY”, centered on: above

*155 (12/19)  INDIA – EAST COAST – Ramayapatnam to Sacramento Shoal – Production Platform.

Source: IH-102, INS Sandhayak.

Chart 391 [previous update 140/19]
Delete FPSO 16° 42’·42N., 82° 41’·18E.

Chart 354 (INT 7408) [previous update 171/18]
Delete FPSO 16° 42’·42N., 82° 41’·18E.

Chart 355 (INT 7405) [previous update 140/19]
Delete FPSO 16° 42’·42N., 82° 41’·18E.

*156 (12/19)  INDIA – EAST COAST – Approaches to Hugli River – Wreck.

Source: IH-102, INS Sandhayak.

Chart 31 (INT 756) [previous update 118/19]
Insert 20° 54’·97N., 88° 35’·67E.
Delete 20° 56’·68N., 88° 34’·82E.
Delete 20° 49’·81N., 88° 04’·05E.

Chart 351 (INT 7419) [previous update 056/19]
Insert 20° 54’·97N., 88° 35’·67E.
Delete 20° 56’·68N., 88° 34’·82E.
Delete 20° 49’·81N., 88° 04’·05E.

Chart 301 [previous update NC 15 Oct 17]
Insert 20° 54’·97N., 88° 35’·67E.
Delete 20° 56’·68N., 88° 34’·82E.
Delete 20° 49’·81N., 88° 04’·05E.
SECTION – III

TEMPORARY AND PRELIMINARY NOTICES

NIL
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>BI</th>
<th>Broadcast Timings in UTC</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a)</td>
<td>Veraval</td>
<td>H</td>
<td>0110 0510 0910 1310 1710 2110</td>
</tr>
<tr>
<td>(b)</td>
<td>Vengrula Point</td>
<td>J</td>
<td>0130 0530 0930 1330 1730 2130</td>
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<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 PRN127 & 128 respectively.

All the GPS users are requested to enable SBAS functionality in their receivers, configure it to receive PRN-127 & 128 and avail the benefits of GAGAN in terms of increased accuracy and reliability. There may be occasional signal outages due to system up-gradation activities.

6. **USAGE OF THURAYA/ IRRIDUM AND SATELLITE PHONE**

The use of Thuraya, Iridium and other such satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act. It is intimated to all shipping companies/ shipping agents that use of Thuraya/ Iridium and other such satellite phones are banned in Indian waters and seafarers should not use the same.

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

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

7. **CAUTIONARY NOTE**

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

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

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

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

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

<table>
<thead>
<tr>
<th>Agency 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</td>
<td>Tel: +91 484 2667157 Fax: +91 484 2667121 Email: <a href="mailto:atmain@md4.vsnl.net.in">atmain@md4.vsnl.net.in</a></td>
</tr>
<tr>
<td>M/s Global Charts &amp; Nav. Aids Pvt. Limited</td>
<td>1A, Goa Mansion, Ground Floor, 58, Dr. SunderlalBahl Path (Goa Street), Fort, Mumbai - 400 001</td>
<td>Tel: 91-22-22662318, 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 9820 238 542 Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a>, <a href="mailto:rai.chakravorty@smsmap.com">rai.chakravorty@smsmap.com</a></td>
</tr>
<tr>
<td>M/s C &amp; C Marine Combine</td>
<td>25 Bank Street, 1st Floor, Fort Mumbai - 400 023</td>
<td>Tel: 91-22-22660017/0018/0525/1937 Ext: 32 Tel: 91-22-22672143 Fax: 91-22-22670896 Email: <a href="mailto:vijay@ccmarine.in">vijay@ccmarine.in</a>, <a href="mailto:sales@ccmarine.in">sales@ccmarine.in</a></td>
</tr>
<tr>
<td>M/s Global Marine Infratech Pvt. Ltd.</td>
<td>SikshaSandan, Ground Floor, Plot No. ND7, VIP Area, IRC Village, Bhubaneswar – 751015</td>
<td>Tel: +91-674-2550599, Fax: +91-674-2551899 Cell:- +91-9337477799, 7077702499 Email: <a href="mailto:tusarkantha@gmiindia.in">tusarkantha@gmiindia.in</a> Web: <a href="http://www.gmiindia.in">www.gmiindia.in</a></td>
</tr>
<tr>
<td>M/s JM Maritime Services</td>
<td>24/24C Kavarana Building, Ground Floor, WadiBunder, P.D. Mellow Road, Mumbai – 400 009</td>
<td>Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email: <a href="mailto:jmmms@mtnl.net.in">jmmms@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: sankar@<a href="mailto:liftomarine.org.liftomarine77@gmail.com">liftomarine.org.liftomarine77@gmail.com</a> Web: <a href="http://www.liftomarine.org">www.liftomarine.org</a></td>
</tr>
<tr>
<td>M/s Zenith Surveys (I) Pvt. Ltd.</td>
<td>Lakhani’sPlam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706</td>
<td>Tel/ Fax: +91-22- 27708011 Email: <a href="mailto:zenithsurveys703@gmail.com">zenithsurveys703@gmail.com</a> <a href="mailto:nyvmane@yahoo.com">nyvmane@yahoo.com</a> Web: <a href="http://www.zenithsurvey.com">www.zenithsurvey.com</a></td>
</tr>
<tr>
<td>IIC Technologies Limited</td>
<td>8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana</td>
<td>Tel: +91 40 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>
</tr>
</tbody>
</table>
SECTION – V

NAVAREA – VIII WARNINGS IN FORCE

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2016.

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

| 2017 SERIES | 685 | 762 |
| 2018 SERIES | 428 | 471 | 661 | 758 |
| 2019 SERIES | 024 | 088 | 115 | 199 | 287 | 408 | 414 | 424 | 428 | 433 | 436 | 461 | 465 | 471 |
|             | 475 | 478 | 479 | 481 | 483 | 489 | 503 | 504 | 507 | 510 | 514 | 515 | 518 | 519 | 521 | 523 | 524 | 525 | 526 | 527 | 528 |

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

| 488. | North Indian Ocean. Chart INT 71. SLFV Lakshan reported adrift 02-12N 084-02E at 310945 UTC May 19. 2. Cancel this MSG 030945 UTC Jun 19. |
| 489. | India West Coast – off Mumbai. Chart IN 211 INT 7022. Fishing Vessel Ajanta reported sunk 19-13.38N 072-10.87E. |
| 490. | Cancel NAVAREA VIII MSG 394/17 and this MSG. INTM 137/19 refers. |
| 491. | Cancel NAVAREA VIII MSG 473 and this MSG. |
| 492. | NE Indian Ocean. Chart INT 71. SLFV Lakshan reported adrift 03-02N 080-59E AT 030330 UTC Jun 19. 2. Cancel this MSG 060330 UTC Jun 19. |
| 493. | Cancel NAVAREA VIII MSG 480 and this MSG. |
| 494. | Cancel NAVAREA VIII MSG 382/19, 460, 485, 492 and this MSG. |
| 497. | Cancel NAVAREA VIII MSG 495/19 AND this MSG. |
5.2

498. Continued.

SAGAR VIJAY 19-25.52N 070-54.29E NEW
TRIDENT XII 18-36.16N 071-01.65E NEW
VALIANT DRILLER 18-44.08N 072-18.48E
VICTORY DRILLER 19-32.00N 071-19.17E
VIVEKANANDA1 19-13.89N 072-08.08E
VIVEKANANDA2 18-35.99N 071-00.22E NEW

2. Wide berth requested.

499. India East Coast – off Chennai. Charts IN 356 (INT 7400) 391. Firing by CG aircraft scheduled ON 11, 12, 13 Jun 19 from 0130 TO 1130 UTC IN danger area bounded within 12-49N TO 12-59N AND 080-46E TO 081-26E. Wide berth from area advised.
2. Cancel this MSG 131230 UTC Jun 19.

500. India West Coast – Okha. Charts IN 271 2068 INT 7319. Firing by Naval Coast Battery scheduled on 12 Jun 19 from 0530 TO 0730 UTC in danger sector extending upto 12 NM within bearing 300 to 020 from 22-28.75N 069-04.05E. Wide berth from area advised.
2. Cancel this MSG 130830 UTC Jun 19.

2. Cancel this MSG 130830 UTC Jun 19.

502. Navarea VIII warnings in force as on 07 Jun 2019:-

2017 SERIES – 685 762
2018 SERIES – 428 471 661 758
2019 SERIES – 024 088 115 199 287 289 368 369 378 392 408 414 424 425 428 433 436 461 466 471 475 477 478 481 482 483 484 489 496 498 499 500 501
(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 141830 UTC Jun 19.


2. Cancel this MSG 120830 UTC Jun 19.

506. NE Indian Ocean. Chart INT 71. Large wooden capsized vessel reported adrift 01-18N 086-39E.
2. Cancel this MSG 131000 UTC Jun 19.


2. Cancel this MSG 130430 UTC Jun 19.

510. Andaman Sea – off Barren. Charts IN 41 473 (INT 7031). Firing by CG Aircraft scheduled on 11, 17, 18, 20, 21, 24, 25 Jun 19 from 0430 to 0930 UTC in danger area bounded within 11-50N to 12-00N and 093-40E to 094-10E. Wide berth from area advised.
2. Cancel this MSG 251030 UTC Jun 19.

511. North Bay of Bengal. Chart INT 71. Ocean Data Buoy BD09 reported adrift 17-29N 089-18E on 11 Jun 19. Mail Buoy sighting with photo to sundar@niot.res.in and ncdm-inho@navy.gov.in.
2. Cancel Navarea VIII MSG 482/19 and this MSG.

512. North Bay of Bengal. Chart INT 71. Ocean Data Buoy BD09 reported adrift 17-35N 089-56E. Mail Buoy sighting with photo to sundar@niot.res.in and ncdm-inho@navy.gov.in.
2. Cancel Navarea VIII MSG 511/19.


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

ABAN II 16-39.01N 082-22.73E
DEEP DRILLER8 16-40.09N 082-25.43E
DDKG1 16-26.63N 082-38.26E NEW
ESSAR WILDCAT 16-33.17N 082-26.49E
SSV LOUISIANA 16-59.30N 082-26.20E NEW
5.3

515. Continued.

OLINDA STAR 16-19.21N 082-16.33E
DSR PLATINUM EXPLORER 16-18.58N 082-21.12E NEW

2. Wide berth requested.
3. Cancel Navarea VIII MSG 496/19.


2. Cancel this MSG 151330 UTC Jun 19.

517. North Bay Of Bengal. Chart INT 71. Ocean Data Buoy BD09 reported adrift 17-48N 090-13E at 1309 UTC Jun 19. Mail Buoy sighting with photo to sundar@niot.res.in.

2. Cancel Navarea VIII MSG 513/19.

518. India West Coast – off Porbandar. Charts IN 204 205 252 (INT 7325). Firing from Kathiawar Air Range scheduled daily from 17 to 21 Jun 19 from 0001 to 2359 UTC in danger area bounded by 22-12N 068-36.33E, 21-15.5N 069-04E, 21-09N 069-40E, 21-15.5N 069-42.5E, 22-05.75N 068-49E. Wide berth from area advised.

2. Cancel this MSG 220100 UTC Jun 19.

519. India West Coast - off Trivandrum. Charts IN 222 223 260 INT 752. Rocket launch from Thumba (08-31.98N 076-30.05E) scheduled on 19 Jun 19 from 0530 to 0730 UTC.

2. Danger sector (A) Radius of 05 NM from launcher between azimuth 190 and 300.
(B) Radii of 45 and 75 NM from launcher between azimuth 220 and 260.
3. Wide berth from area advised.
4. Cancel this MSG 190830 UTC Jun 19.

520. Cancel NAVAREA VIII MSG 508/19 and this MSG.

521. India East Coast – Vishakhapatnam. Charts IN 308 3002 INT 7408. Firing by Naval Coast Battery scheduled on 19 Jun 19 from 0001 to 0130 UTC in danger sector extending upto 17 NM between bearing 070 and 130 from 17-42N 083-18E. Wide berth from area advised.

2. Cancel this MSG 190230 UTC Jun 19.


2. Cancel this MSG 161000 UTC Jun 19.

523. India West Coast. Charts IN 251 254 255 256 292 INT 71. Rig list:-

ABAN III 18-01.06N 072-22.72E
ABAN ICE 18-53.89N 071-20.26E
DISCOVERY 19-12.51N 072-02.24E
GREAT DRILL CHAAYA 18-41.51N 072-21.21E
GREAT DRILL CHAARU 18-39.51N 072-12.85E
GREAT DRILL CHETNA 18-52.53N 071-25.35E
GREAT DRILL CHITRA 19-13.34N 072-10.86E
HARVEY H WARD 18-08.47N 072-18.78E
JINDAL EXPLORER 19-27.59N 071-24.98E
JT ANGEL 19-31.28N 071-15.32E
RON TAPPMEYER 18-08.49N 072-22.08E
SAGAR BHUSHAN 19-06.62N 071-15.39E
SAGAR GAURAV 19-31.57N 070-56.41E
SAGAR JYOTI 18-18.09N 072-14.60E
SAGAR KIRAN 19-17.29N 071-01.93E
SAGAR RATNA 19-07.35N 072-06.45E
SAGAR SHAKTI 18-57.98N 071-28.47E
SAGAR UDAY 18-52.34N 071-05.85E
SAGAR VIJAY 19-25.52N 070-54.29E
SUNDOWER7 18-30.07N 072-15.95E NEW
TRIDENT XII 18-36.16N 071-01.65E
VALIANT DRILLER 18-44.08N 072-18.48E
VICTORY DRILLER 19-32.00N 071-19.17E
VIVEKANANDA A1 19-13.89N 072-08.08E
VIVEKANANDA A2 18-35.99N 071-00.22E

2. Wide berth requested.


2. Cancel NAVAREA VIII MSG 466/19.

525. Andaman Sea – Mawlamyine River. Chart BA 1845 INT 7441. Ship wreck reported 16-06.37N 097-33.66E.
526. North Bay of Bengal. Chart INT 71. Ocean Data Buoy BD09 reported adrift 18-13N 090-20E at 140430 UTC Jun 19. Mail Buoy sighting with photo to sundar@niot.res.in.
2. Cancel NAVAREA VIII MSG 517/19.

527. NAVAREA VIII warnings in force as on 14 Jun 2019:-

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<thead>
<tr>
<th>2017 SERIES</th>
<th>2018 SERIES</th>
<th>2019 SERIES</th>
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<tbody>
<tr>
<td>– 685</td>
<td>– 428</td>
<td>– 024</td>
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<tr>
<td>– 762</td>
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<td>– 465</td>
<td>– 436 461</td>
</tr>
<tr>
<td>– 525 526</td>
<td>– 471 478</td>
<td>– 471 478</td>
</tr>
</tbody>
</table>

(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 211830 UTC Jun 19.

528. India East Coast- off Machilipatnam. Charts IN 355 (INT 7405). Capsized Yellow/ Orange Fishing Dingy Venkatapathi reported adrift 15-48N 082-17E.
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>F1584</td>
<td>Batuan Penyu</td>
<td>03 13.80 N 101 12.71 E</td>
<td>Fl(2)W 5s</td>
<td>6</td>
<td>10</td>
<td>White column on piles</td>
<td>ILRS Vol 2 Station 79840</td>
</tr>
<tr>
<td>F1586</td>
<td>Pulau Angsa</td>
<td>03 11.18 N 101 13.03 E</td>
<td>Fl WR 10s</td>
<td>36</td>
<td>W22 R15</td>
<td>White round concrete tower 11</td>
<td>W 145°-315°(170°), R 315°-145°(190°). Partially obscured 323.5°-010.5° (47°) by Air Obstruction light F R 28m close by. TE 2019</td>
</tr>
<tr>
<td>F1614</td>
<td>Bukit Jugra</td>
<td>02 50.10 N 101 25.10 E</td>
<td>Fl W 10s</td>
<td>146</td>
<td>24</td>
<td>White round concrete tower 25</td>
<td>Another tower of similar size is located very close by. Range 15M (T) 2019</td>
</tr>
</tbody>
</table>
8.1

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

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

INP 31(2), 2014
(Last correction: Edition No.11 dated 01 June 2019)

PAGE 4, MOZAMBIQUE
Insert entry below ‘Esparcelado da Polona Lt, Maputo’

<table>
<thead>
<tr>
<th>Maputo Channel Lt buoy No 1N</th>
<th>25°38'.38S 32°52'.97E</th>
<th>M</th>
<th>74195</th>
</tr>
</thead>
</table>

(Source: BA 24/19) (12/19)

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

INP 31(6), 2018
(Last correction: Edition No. 11 dated 01 June 2019)
NIL
SECTION – IX
REPORTING OF NAVIGATIONAL DANGERS

Appeal to all Mariners

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

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

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

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

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

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

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

10. Changes to Port information should be forwarded on Form IH.102A together with form IH.102. Form 102A contains the information required for Sailing Directions and should be used as an aide memoir. The Mariners Handbook, NP100, Chapter 8 gives general instructions. Where there is insufficient space on the forms an additional sheet should be used.

Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender’s ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further, communication from National Hydrographic Office to the sender of Hydrographic Notes will only be necessary to verify unusual features or abnormal values reported.
<table>
<thead>
<tr>
<th>HYDROGRAPHIC NOTE</th>
<th>IH.102 (Revised 2012)</th>
</tr>
</thead>
<tbody>
<tr>
<td>For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues</td>
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<table>
<thead>
<tr>
<th>Date</th>
<th>Ref. Number</th>
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<table>
<thead>
<tr>
<th>Name of the Ship or Sender</th>
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<table>
<thead>
<tr>
<th>Address</th>
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<table>
<thead>
<tr>
<th>Tel/FAX/E-mail address</th>
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<table>
<thead>
<tr>
<th>Observation Date</th>
<th>Time (UTC/IST)</th>
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<thead>
<tr>
<th>Object of Changes Observed (Tick appropriate)</th>
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<tbody>
<tr>
<td>☐ Bathymetry</td>
</tr>
<tr>
<td>☐ Designated Areas</td>
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</table>

<table>
<thead>
<tr>
<th>Geographical Position (See Instructions Overleaf)</th>
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<tbody>
<tr>
<td>Latitude</td>
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<table>
<thead>
<tr>
<th>Position Method</th>
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<tr>
<td>☐ DGPS</td>
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<table>
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<th>Datum Used</th>
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<tr>
<td>☐ WGS84</td>
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<table>
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<th>Edition</th>
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<table>
<thead>
<tr>
<th>Latest Edition of Indian Notices to Mariners Held</th>
</tr>
</thead>
<tbody>
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</table>

<table>
<thead>
<tr>
<th>Tracing/Plot/Photograph if enclosed</th>
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<th>ENCs Affected</th>
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<th>Edition</th>
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<table>
<thead>
<tr>
<th>Page No./Light No. etc</th>
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<table>
<thead>
<tr>
<th>Details:</th>
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<tbody>
<tr>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Limitations if any in Reporting the Changes Above</th>
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</thead>
<tbody>
<tr>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Details of Documents/Photos attached:</th>
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<tbody>
<tr>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Signature of the Master/Reporter/Observer</th>
</tr>
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<tbody>
<tr>
<td></td>
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</tbody>
</table>
# HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form IH.102)

<table>
<thead>
<tr>
<th>Date</th>
<th>Ref. No.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Name of the Ship or Sender</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
</tr>
<tr>
<td>Tel/Fax/E-mail</td>
</tr>
</tbody>
</table>

## 1. NAME OF PORT

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

## 2. GENERAL REMARKS

- Principal activities and trade
- Number of ships and tonnage handled per year
- Maximum size of draught of vessel handled
- Copy of Port handbook (if available)

## 3. ANCHORAGES

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

## 4. PILOTAGE

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

## 5. DIRECTIONS

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

## 6. POLLUTION CONTROL

- Local regulation in force (If Any)

## 7. TUGS

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

<table>
<thead>
<tr>
<th><strong>15. SUPPLIES</strong></th>
<th></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>

<table>
<thead>
<tr>
<th><strong>16. COMMUNICATIONS</strong></th>
<th></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 (Frequencies and Operating Hours)</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th><strong>18. SECURITY</strong></th>
<th></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>

<table>
<thead>
<tr>
<th><strong>19. SMALL CRAFT FACILITIES</strong></th>
<th></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>

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

<table>
<thead>
<tr>
<th><strong>21. CLUBS RECREATION</strong></th>
<th></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>

<table>
<thead>
<tr>
<th><strong>22. VIEWS</strong></th>
<th></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>

<table>
<thead>
<tr>
<th><strong>23. ADDITIONAL DETAILS</strong></th>
<th></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**
FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: mrcc-west@indiancoastguard.nic.in

NATION WIDE SAR TELE: 1554 (LAND LINE)

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

AFTN: VABBYXYC