

INDIAN NOTICES TO MARINERS



EDITION NO. 12 DATED 16 JUN 2019

(CONTAINS NOTICES 147 TO 156)

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

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INSIST ON INDIAN CHARTS AND
PUBLICATIONS
Original, Authentic and Up-to-Date



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II

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 over loading 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, ENC_s AND PUBLICATION

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN2293MT	293	MUMBAI TO NEW MANGALORE	12-06-2019
IN2354SS	354	SACRAMENTO SHOAL TO KALINGAPATNAM	11-06-2019

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN3301HR	301	APPROACHES TO HUGLI RIVER	11-06-2019
IN2351PP	351	PARADIP TO PUSSUR RIVER	11-06-2019
IN53038A	3038	APPROACHES TO DHAMRA PORT	11-06-2019

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 The Indian Electronic Navigational Charts that are permanently withdrawn are as follows:-

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN2293MM	293	MUMBAI TO NEW MANGALORE	19-05-2016
IN3301HR	301	APPROACHES TO HUGLI RIVER	22-12-2017
IN2351PP	351	PARADIP TO PUSSUR RIVER	12-02-2019
IN2354SK	354	SACRAMENTO SHOAL TO KALINGAPATNAM	14-05-2013
IN53038A	3038	APPROACHES TO DHAMRA PORT	25-01-2018

Availability of ENC_s

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

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Web site: www.hydro.gov.uk	C-MAP Norway AS Nyaskaiveien 2, 4379 Egersund, Norway Ph: +47 51 464700, +91 2262233326 Mob: +91 9820238542 Fax: +47 51 464701, +91 2267939504 Email: enc@c-map.com , info@c-map.co.no Website: www.c-map.com
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail: data@ecc.no Website: - www.primar.org	M/s IIC Technologies Limited B-2-350/5/B-22, Road No. 3 Banjara Hills Hyderabad - 500 034 Telangana Tel:+91 4039144444 Fax: +91 4039144455 Email: somnath.marthi@iictechnologies.com Web: www.iictechnologies.com

SECTION – I

The list of charts affected by the Notices 147 to 156 contained in this edition is as follows:-

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	147, 150
22 (INT 752)	3	150
31 (INT 756)	5	156
205	2	148
207	2	149
211	3	150
213	3	152
214	3	152
251 (INT 7318)	2	147
254 (INT 7331)	3	149
255 (INT 7334)	3	150
257 (INT 7343)	4	152
271	2	147
291	2	147
292 (INT 7021)	2	150
293 (INT 7022)	3	150, 152
301	5	156
351 (INT 7419)	5	156
354 (INT 7408)	5	155
355 (INT 7405)	5	155
391	5	155
2004 (INT 7359)	4	153
2016 (INT 7336)	3	150
2029 (INT 7358)	4	153
2043	3	152
2046	3	152
2065	3	151
3028 (INT 7404)	5	154

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  PA 22° 49'·00N., 67° 35'·00E.

Chart 291 [previous update 127/19]

Insert  PA 22° 49'·00N., 67° 35'·00E.

Chart 271 [previous update 127/19]

Insert  PA 22° 49'·00N., 67° 35'·00E.

Chart 251 (INT 7318) [previous update 127/19]

Insert  PA 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 21° 28'·40N., 69° 25'·31E.

***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.

***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)



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

Chart 22 (INT 752) [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° 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.




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

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

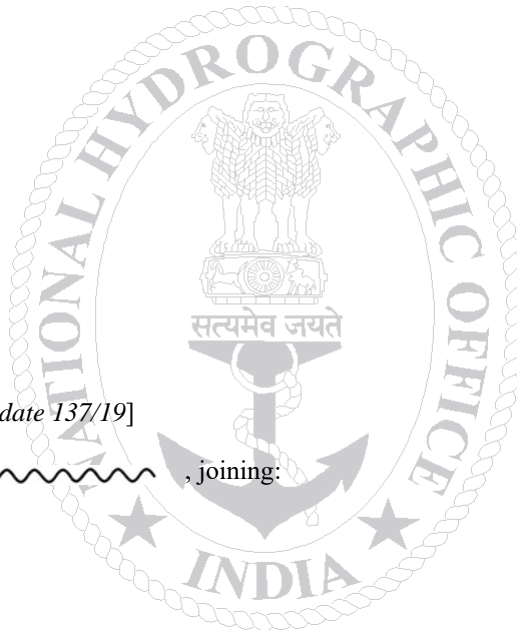
Insert submarine cable, , joining:


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° 49'·73N., 72° 08'·00E. (W 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.

***152 (12/19) INDIA – WEST COAST – Redi Anchorage – Wreck.**

Source: IH-102, INS Jamuna.

Chart 293 (INT 7022) [previous update 150/19]Insert  Wk 15° 46′·01N., 73° 36′·19E.Delete  PA 15° 46′·77N., 73° 36′·32E.**Chart 257 (INT 7343)** [previous update 130/19]Insert  Wk 15° 45′·95N., 73° 36′·23E.Delete  PA 15° 46′·71N., 73° 36′·36E.**Chart 213** [previous update 129/19]Insert  Wk 15° 46′·01N., 73° 36′·19E.Delete  PA 15° 46′·77N., 73° 36′·32E.**Chart 214** [previous update 130/19]Insert  Wk 15° 46′·01N., 73° 36′·19E.Delete  PA 15° 46′·77N., 73° 36′·32E.**Chart 2043** [previous update NC 28 Feb 18]Insert  Wk 15° 46′·01N., 73° 36′·19E.Delete  PA 15° 46′·77N., 73° 36′·32E.**Chart 2046** [previous update 046/18]Insert  Wk 15° 46′·01N., 73° 36′·19E.Delete  PA 15° 46′·77N., 73° 36′·32E.***153 (12/19) INDIA – WEST COAST – Kochi Harbour – Legend.**

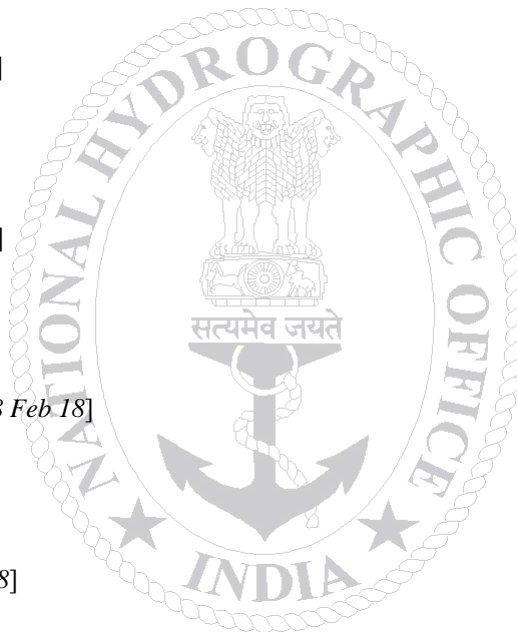
Source: INS Sarvekshak.

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:	(a)	13° 16′·55N., 80° 20′·57E.
Delete	legend “NAVYUG JETTY”, centered on:	(a)	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  PA 20° 54′·97N., 88° 35′·67E.Delete  PA 20° 56′·68N., 88° 34′·82E.

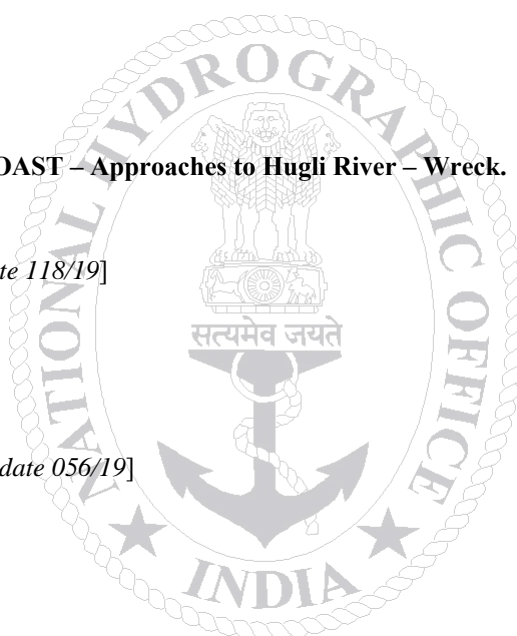
20° 49′·81N., 88° 04′·05E.

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

20° 49′·81N., 88° 04′·05E.

Chart 301 [previous update NC 15 Oct 17]Insert  PA 20° 54′·97N., 88° 35′·67E.Delete  PA 20° 56′·68N., 88° 34′·82E.

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:-

INTERNATIONAL NATIONAL NAVTEX FREQUENCY - 518 kHz								
Sl.	Station Name	B1	Broad Cast Timings in UTC					
(a)	Veraval	H	0110	0510	0910	1310	1710	2110
(b)	Vengrula Point	J	0130	0530	0930	1330	1730	2130
(c)	Muttam Point	L	0150	0550	0950	1350	1750	2150
(d)	Porto Novo	O	0220	0620	1020	1420	1820	2220
(e)	Vakalpudi	Q	0240	0640	1040	1440	1840	2240
(f)	Balasore	S	0300	0700	1100	1500	1900	2300
(g)	Keating Point	V	0330	0730	1130	1530	1930	2330

2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS

All merchant vessels entering Indian EEZ are advised that dense fishing activity may be encountered off West Coast of India. Fishing is generally carried out by mechanized boats and single hull boats with outboard motors carrying 4-5 crew using long lines upto 50 NM from coast. The vessels traversing the nets are likely to be approached by fishing boats for safeguarding nets and lines and should not be mistaken as skiffs and PAG's. Masters of vessels to report any suspicious activity of fishing vessels immediately to MRCC (Mumbai) on telephone +91-22-24388065, 24316558, Email: - indsar@vsnl.net, or icgmrc_mumbai@mtnl.net. Any suspicious activity of skiffs/boats to be photographed if possible. Merchant vessels with armed guards on board are to report presence of guards to Indian Navy/Coast Guard while transiting Indian EEZ.

3. DISPLAY ANOMALIES IN ECDIS

(a) Mariners are advised that the International Hydrographic Organization (IHO) check data set shows that some ECDIS systems fail to display some significant underwater features in the standard display mode. The use of this check data set, issued through ENC service providers and available from the IHO website www.iho.int, to check the operation of ECDIS is strongly recommended. JRC has confirmed that certain versions of JRC ECDIS fail to display some types of wreck and obstructions, including stranded wrecks, in any display mode.

Where JRC ECDIS is in use, paper charts should be the primary means of navigation until the ECDIS has been proved to operate correctly. See www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html for further information.

(b) Some Electronic Chart Display and Information Systems (ECDIS) may exhibit operating anomalies. The International Maritime Organization's (IMO) circular SN.1/CIRC.312 pages /imodocs.aspx (registration required) lists identified anomalies, 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(01stApril 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-Shevaharbour 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

<p>OSA Books and Periodicals R-246, Greater Kailash –I, New Delhi - 110 048 Tel/Fax: +91-11-26418643, 46557337, Mob: 9971093992 Email: rpani246@gmail.com</p>	<p>M/s VDO Marine Insrtuments Shanghar Building, PO Bag No – 645, 45/271, Corner of Bristow & Naval Road, Willingdon Island, Kochi – 682 003 Tel: +91 484 2667157 Fax: +91 484 2667121 Email: atmain@md4.vsnl.net.in</p>
<p>M/s Global Charts & Nav. Aids Pvt. Limited 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: sales@globalcharts.in Web: www.globalcharts.com.sg</p>	<p>SMS Marine Private Ltd 505, Raheja Arcade, Sector 11, CBD Belapur, Navi Mumbai – 400 614 Tel: +91-22-62233326, Fax: 022-67939504 Mobile: +91 9820 238 542 Email: info@c-map.co.in , raj.chakravorty@smsmap.com Web: www.smsmaps.co.in</p>
<p>M/s C & C Marine Combine 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: vijay@ccmarine.in, sales@ccmarine.in</p>	<p>M/s Global Marine Infratech Pvt. Ltd. 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: tusarkantha@gmiindia.in Web: www.gmiindia.in</p>
<p>M/s JM Maritime Services 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 : jmms@mtnl.net.in , charts@mtnl.net.in</p>	<p>L. R. Marine Services 301, 3rd Floor, Biry 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: lrcharts@gmail.com, lrmarine@live.com</p>
<p>M/s Lift o Marine Allen’s Mansion, C6, Nungi Station Road, Bata Nagar, Kolkata – 700 140 Tel: +91 9836972027 Fax: 033 24924283 Email: sankar@liftomarine.org, liftomarine77@gmail.com Web: www.liftomarine.org</p>	<p>IIC Technologies Limited 8-2-350/5/B-22, Road No. 3, Banjara Hills, Hyderabad – 500 034, Telangana Tel: +91 40 39144444 Fax: +91 40 39144455 Email: somnath.marthi@iictechnologies.com sanjeev.sharma@iictechnologies.com Web: www.iictechnologies.com</p>
<p>M/s Zenith Surveys (I) Pvt. Ltd. Lakhani’sPlam View, First Floor, Office No. 889, Sector 48, Nerul, Navi Mumbai – 400 706 Tel/ Fax: +91-22- 27708011 Email: zenithsurveys703@gmail.com nyvmane@yahoo.com Web: www.zenithsurvey.com</p>	

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 – 024 088 115 199 287 289 368 369 378 392 408 414 424 428 433 436 461 465 471 475 478 479 481 483 489 503 504 507 510 514 515 518 519 521 523 524 525 526 527 528

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.
495.	India West Coast – off Mumbai. Chart IN 255 (INT 7334). RV Meo Sovereign 2 and Mac Phoenix progressing node clearance in area bounded by 18-53.95N 072-14.63E, 18-54.01N 072-24.38E, 18-42.37N 072-26.72E, 18-42.16N 072-08.70E, 18-49.23N 072-08.73E, 18-53.22N 072-13.71E, 18-51.92N 072-24.80E, 18-49.72N 072-25.24E, 18-51.54N, 072-11.61E. Wide berth requested.
496.	India East Coast. Charts IN 355 (INT 7405). Rig list:-
	ABAN II 16-39.01N 082-22.73E
	DEEP DRILLERS 16-40.09N 082-25.43E
	DDKG1 16-08.78N 082-35.39E
	ESSAR WILDCAT 16-33.17N 082-26.49E NEW
	SSV LOUISIANA 16-19.56N 082-21.06E
	OLINDA STAR 16-19.21N 082-16.33E
	DSR PLATINUM EXPLORER 16-21.97N 082-20.70E
2.	Wide berth requested.
3.	Cancel Navarea VIII MSG 468/19.
497.	Cancel NAVAREA VIII MSG 495/19 AND this MSG.
498.	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 NEW
	DISCOVERY1 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 NEW
	HARVEY H WARD 18-08.47N 072-18.78E
	JINDAL EXPLORER 19-27.59N 071-24.98E NEW
	JT ANGEL 19-31.28N 071-15.32E
	RON TAPMEYER 18-08.49N 072-22.08E
	SAGAR BHUSHAN 19-06.62N 071-15.39E NEW
	SAGAR GAURAV 19-31.57N 070-56.41E
	SAGAR JYOTI 18-18.09N 072-14.60E
	SAGAR KIRAN 19-17.29N 071-01.93E NEW
	SAGAR RATNA 19-07.35N 072-06.45E
	SAGAR SHAKTI 18-57.98N 071-28.47E
	SAGAR UDAY 18-52.34N 071-05.85E

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.
3.	Cancel Navarea VIII MSG 486/19.
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 120830 UTC Jun 19.
501. India East Coast - Bay of Bengal.	Charts IN 31(INT 756) 351 352. Experimental Flight Trial scheduled from ITR on 12, 13 Jun from 0430 to 0730 UTC in danger area bounded by 20-48.36N 087-02.58E, 19-26.77N 086-43.11E, 15-39.08N 085-10.60E, 16-02.35N 089-53.31E, 19-31.58N 087-41.53E, 20-48.76N 087-07.40E. Wide berth from area advised.
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 – 024 088 115 199 287 289 368 369 378 392 408 414 424 425 428 433 436 461 465 466 471 475 477 478 479 481 482 483 484 489 496 498 499 500 501
(A)	Navarea VIII warnings less than 42 days promulgated via Safetynet.
(B)	Text of Navarea VIII warnings inforce including those which no longer broadcast available in www.hydrobharat.gov.in .
2.	Cancel this MSG 141830 UTC Jun 19.
503. India West Coast– Azhikode.	Charts IN 2029 (INT 7358). DGPS (10-12N 076-09E) off.
504. India West Coast– off Diu.	Chart IN 2081 (INT 7342). OSV Esnaad 711 reported sunken 20-38.45N 070-51.51E. Wide berth advised.
505. India West Coast – off Alleppey.	Charts IN 221 INT 7356. MV X-press Brahmaputra reported fishing vessel Aachariyamadha with yellow hull partially submerged and adrift 09-15N 076-04E at 090830 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.
507. North Bay of Bengal.	Chart IN 31(INT 756). Yellow Flux Oceanographic Moored Buoy carrying 2 strobe LT deployed 17-48.3N 089-30.2E.
508. South Central Arabian Sea.	Chart INT 71. Barge Surya Cakra19 reported adrift 10-26N 061-26E at 092330 UTC Jun 19. Report sighting to samar@alphardmaritime.com and ncdm-inho@navy.gov.in .
509. Lakshadweep Sea - off Colombo.	Chart IN 32 (INT 754). SLFV Pathum 5 reported adrift 05-35N 077-38E at 100430 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 .
512. Cancel Navarea VIII MSG 482/19 and this MSG.	
513. 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.
514. India West Coast – New Mangalore Port.	Chart IN 2002 (INT 7351). Buoy 4 (12-55N 074-46E) missing.
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

515. Continued.	OLINDA STAR DSR PLATINUM EXPLORER	16-19.21N 082-16.33E 16-18.58N 082-21.12E NEW
2.	Wide berth requested.	
3.	Cancel Navarea VIII MSG 496/19.	
516. India West Coast– off Navibandar.	Chart IN 205 INT 7325. Unmanned Orange White OSV Esnaad 712 reported adrift 21-12.82N 069-54E at 121320 UTC Jun 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 130930 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 076-52.05E) 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.	
522. NE Arabian Sea.	Chart IN 21 INT 71. MV Seamec 1 reported loss of unmanned Rescue Boat 18-05N 068-21.6E at 121030 UTC Jun 19.	
2.	Cancel this MSG 151000 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
	DISCOVERY1	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 TAPMEYER	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
	VIVEKANANDA1	19-13.89N 072-08.08E
	VIVEKANANDA2	18-35.99N 071-00.22E
2.	Wide berth requested.	
3.	Cancel NAVAREA VIII MSG 498/19.	
524. Andaman Sea – Yangon River.	Chart BA 833 (INT 7442). Buoys Lower Monkey Point, Hmawun Lump, New Upper Spit, New Centre Spit shifted to 16-45.61N 096-12.27E, 16-34.20N 096-15.25E, 16-25.95N 096-20.75, 16-25.4N 096-20.3. Buoy Upper Spit FL G (16-26.61N 096-21.65E) relaid.	
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.	

<p>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.</p> <p>2. Cancel NAVAREA VIII MSG 517/19.</p>
<p>527. NAVAREA VIII warnings in force as on 14 Jun 2019:-</p> <p>2017 SERIES – 685 762</p> <p>2018 SERIES – 428 471 661 758</p> <p>2019 SERIES – 024 088 115 199 287 289 368 369 378 392 408 414 424 425 428 433 436 461 465 471 475 478 479 481 483 484 489 503 504 507 510 514 515 516 518 519 520 521 522 523 524 525 526</p> <p>(A) NAVAREA VIII warnings less than 42 days promulgated via SafetyNet.</p> <p>(B) Text of NAVAREA VIII warnings in force including those which no longer broadcast available in www.hydrobharat.gov.in.</p> <p>2. Cancel this MSG 211830 UTC Jun 19.</p>
<p>528. India East Coast- off Machilipatnam. Charts IN 355 (INT 7405). Capsized Yellow/ Orange Fishing Dingy Venkatapathi reported adrift 15-48N 082-17E.</p>

SECTION – VI
CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. (mts)	Range (miles)	Structure & Height (mts)	Remarks
F1584	- Batuan Penyu	03 13.80 N 101 12.71 E	Fl(2)W 5s	6	10	White column on piles	
--	--	--	Racon	--	--	--	ILRS Vol 2 Station 79840 *
F1586	- Pulau Angsa	03 11.18 N 101 13.03 E	Fl WR 10s	36	W22 R15	White round concrete tower 11	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 *
F1614	- Bukit Jugra	02 50.10 N 101 25.10 E	Fl W 10s	146	24	White round concrete tower 25	Another tower of similar size is located very close by. Range 15M (T) 2019 *

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'

Maputo Channel Lt buoy No 1N	25°38'.38S 32°52'.97E					M		74195
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(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

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

National Hydrographic Office
107-A, Rajpur Road,
Dehradun - 248001
(UTTARAKHAND), INDIA
e-mail: - inho@navy.gov.in, msis-inho@navy.gov.in
Fax No.: +91-135- 2748373
WEB: www.hydrobharat.gov.in

Instructions for filling up IH 102

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

Position Reporting

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

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

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

Depth Reporting

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

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

- (a) the trace being weaker than normal for the depth recorded;
- (b) the trace passing through the transmission line;
- (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from the charted depths. Efforts should be made to identify and negate false echoes if any. The Mariners Handbook (NP100) and Notice 15 Special Edition of Notice to Mariners may be consulted.

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

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

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

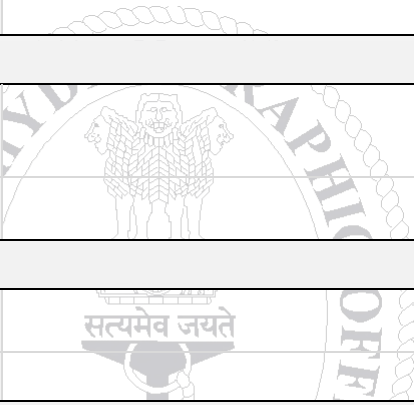

Please Note: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes, on receipt. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/ foreign Notices to Mariners. Further,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



HYDROGRAPHIC NOTE				IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues					
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)	<input type="checkbox"/> Bathymetry	<input type="checkbox"/> Nav. Dangers	<input type="checkbox"/> Nav. aids		
	<input type="checkbox"/> Designated Areas	<input type="checkbox"/> Others			
Geographical Position (See Instructions Overleaf)	Latitude		Longitude		
Position Method	<input type="checkbox"/> DGPS	<input type="checkbox"/> GPS	<input type="checkbox"/> Radar	<input type="checkbox"/> Others	
Datum Used	<input type="checkbox"/> WGS84	<input type="checkbox"/> Everest	<input type="checkbox"/> 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					

HYDROGRAPHIC NOTE FOR PORT INFORMATION (To accompany Form IH.102)		IH.102A (Revised 2012)	
Date		Ref. No.	
Name of the Ship or Sender			
Address			
Tel/Fax/E-mail			
1. NAME OF PORT			
Location	Latitude		Longitude
2. GENERAL REMARKS			
Principal activities and trade			
Number of ships and tonnage handled per year			
Maximum size of draught of vessel handled			
Copy of Port handbook (if available)			
3. ANCHORAGES			
Type / Purpose			
Minimum depth at anchorage			
Shelter afforded			
Holding ground			
Recommended pilotage to the anchorage			
4. PILOTAGE			
Authority for request			
Embarkation position			
Regulations			
Documents to be provided			
Recommended pilotage to approach of Harbour and Berths			
Information on VTMS			
5. DIRECTIONS			
Entry and Berthing Information			
Tides (Height)			
Tidal Stream Information			
Wind Speed and Direction			
Navigational Aids (Beacons / Buoys / Lights / Etc.)			
6. POLLUTION CONTROL			
Local regulation in force (If Any)			
7. TUGS			
Number available / Tug type			
Maximum HP / Bollard pull			

7. TUGS (Continued)	
Requesting authority	
Availability timing / Communication	
Hiring charges	
8. BERTHING AND WHARVES	
Type & Number of berths available	
Length	
Depth alongside	
Facilities available	
Procedure for requesting berth & hiring charges	
9. CARGO HANDLING	
Containers	
Lighters & Ro-Ro etc.	
10. CRANES	
Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach	
Container handling facilities	
11. BRIDGES	
Vertical clearance	
12. REPAIRS	
Hull machinery and underwater	
Ship and Boat yards	
Docking or Slipway facilities (Size/ Dimensions of vessels handled)	
Hards and Ramps	
Divers / Diving assistance	
13. SERVICES	
Radio / FAX / Telephone / Internet etc.	
Medical	
Quarantine	
Consul	
Ship chandlery and Stevedores	
Compass adjustment	
Tank cleaning	
Hull painting	
Police / Ambulance / Firefighting (Fixed and Mobile facilities)	
Nav. Warning and Weather bulletin	
Garbage disposal / Waste oil disposal	
Helicopter landing facilities	

14. RESCUE & DISTRESS	
Salvage, Lifeboat, Life guards, etc	
15. SUPPLIES	
Fuel (Type, Quantities & Method of delivery)	
Fresh water (Method of delivery and Rate of supply)	
Provisions	
Chart agents	
16. COMMUNICATIONS	
Road, Rail and Air services available	
Nearest airport or airfield	
Port Radio and Information Service (Frequencies and Operating Hours)	
17. PORT AUTHORITY	
Designation, Address, Telephone, E-mail Address and Website	
18. SECURITY	
Security of ports / International Ship and Port Facility Security (ISPS) compliance	
Custom and Immigration Regulations in force	
19. SMALL CRAFT FACILITIES	
Information and facilities for small craft, yachts visiting the port	
Yacht clubs, berths etc	
20. SHORT LEAVE	
21. CLUBS RECREATION	
Information Kiosk (Location)	
Foreign Exchange firms / Banks (Within / Near Port Area)	
Places of interest near port	
22. VIEWS	
Photographs(Duly annotated) of the approaches, leading marks, the entrance to the harbour etc.	
23. ADDITIONAL DETAILS	
Any other information considered to be useful for the mariners	
SIGNATURE OF THE OBSERVER / REPORTER / MASTER	



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